GOVERNMENT OF INDIA, PUBLIC WORKS DEPARTMENT. RAILWAY STATISTICS.

No. XX OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Earnings from 1st April 1895, audited figures have been used, as far as po

N.B.—na regards the light	Average	WEE	K ENDING TEMBER 18	15 T	WEE	K ENDING	31ST			1 1	
RAILWAY.	carnings per mile	30.00	Earnin	gs.		Earnin	gs.	from 1st	Farnings from 1st April to	Lamasas	Description
ALL WAY	per week in 1894-95.	Mean mileage worked.	Total.	Per mile open per week.	Mean mileage worked,	Total,	Per mile open per week.	April to 1st Septem- ber 1894.	31st August 1895.	Increase.	Decrease.
tate lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standord gange— East Indian Bengal-Nagpur Indian Midland (a) Berwada Extension Matre gange———————————————————————————————————	599 152 144 170	7,683 862 752 21	8,06,860 78,055 65,210 3,936	479 91 87 187	1,710 862 752 21	8,59,945 68,746 73,312 3,155	503 80 97 150	2,17,48,999 25,11,347 23,77,006 64,809	2,19,27,947 25,80,173 18,53,386 07,084	7,78,948 68,826 2,275	5,23,620
Rajputana-Mauwa (d) Palanpur-Deesa South Indian Mayavaram-Mutupet Southern Mabratta (d) Parakana North-Western (e)	279 44 154 75 105 146	1,719 17 1,042 54 1,105 756	3,11,166 441 1,44,873 3,557 95,060 81,003	181 26 139 66 82 107	1,789 17 1,043 54 1,165 756	2,89,750 810 1,75,573 4,854 1,07,946 78,070	169 48 168 90 93 103	1,67,13,012 15,064 35,18,496 (c) 83,443 28,87,849 25,33,151	1,01,00,574 17,424 38,65,286 1,08,693 29,08,262 23,61,295	2,350 3,40,790 25,250 20,413	6,12,438
Robilkund and Kumaon (Lucknow- Hareilly section) Assam Bengal	88	200	10,898	54	200 128	10,138 5,325	51 42	3,44,780	(f) 49,843	49,843	24,901
TOTAL	259	8,271	16,01,659	194	8,496	16,77,624	197	4,61,97,956	4,61,39,846		38,110
North Western (state) (g) Outh and Robillchand (state)	252 270	2,511 797	6,28,694 1,50,319	250 189	2,548 797	5,16,537 1,46,941	203 184	1,31,20,499 45,33.546	1,61,22,800 42,73,715	30,02,301	2,39,831
metre and 2' 6' gauges)	339 130 99	813 125 321	2,77,524 12,563 21,041	341 101 66	813 125 397	3,23,880 17,930 46,303	398 143 117	48,47,300 3,35,650 6,50,578	48,66,790 3,44,375 8,17,102	19,490 8,725 1,66,524	=
Burma (state)	164	730	73,124	100	746	1,09,408	147	24,59,678	25,88,808	1,29,130	
Jornat (state provincial)	55	25	2,102	84	25	2,508	100	33,577	39,139	5,562	
vincial)	64	8	48t	бо	8	478	60	10,242	7,561		2,681
TOTAL	243	5,330	11,65,848	219	5,459	11,63,985	213	2,59,91,070	2,90,60,290	30,69,220	
panies. tandard gauge— Great Indian Peninsula (t) Bombay, Baroda and Central India Madras	447 678 243	1,490 461 840	3,65,532 1,87,490 1,90,057	245 407 226	1,490 461 840	3,83,107 2,03,000 2,00,216	257 440 238	1,44,17,870 70,84,893 44,27,108	1,25,75,167 79,31,051 47,54,733	8,46,138 3,27,625	18,42,703
TOTAL	421	2,791	7,43,079	260	2,791	7,86,323	282	2,59,29,871	2,52,60,951		6,68,920
TAL (GUARANTEED AND STATE) . Assisted companies.	281	16,392	35,10,586	214	16,746	36,27,932	217	9,81,18,897	10,04,81,087	23,62,190	
Dehi-Umballa-Kalka Jarkessur Rohilkund and Kumaon (Com-	165 269	161 22	20,253 3,982	126 181	161 +22	23,109 3,688	144	5,72,993 1,34,938	6,05,520 1,32,935	32,527	2,003
pany's section) . Bengal Dooars Dibru-Sadiya stial gauge—	121 161 136	67 36 78	5,049 5,619 11,636	89 156 149	66 36 78	6,992 6,100 .11,423	106 169 147	1,94,041 76,951 2,31,103	2,02,949 94,610 2,41,517	8,808 17,659 10,414	4
Darjechng-Himalayan	249	51	10,579	207	51	10,725	210	2,76,453	3,39,797	65,344	
s owned by native states and worked by other agencies.	164	415	58,018	140	414	62,037	150	14,86,479	16,17,228	1,30,749	
ina Guna The Nizum's guaranteed state be Gackwar's Petlad Sipura-Bhátinda solar Gold-fielda	187 105 271 200	333 13 108 10	50,101 988 27,218 2,094	150 76 252 209	73 333 13 108 10	800 54,806 1,120 17,859 2,867	11 165 86 165 287	13,64,785 31,469 5,26,429 (4)38,666	(f)13,640 13,06,161 33,357 4,97,729 66,469	13,640 1,888 27,803	58,624 28,700
outhern Mahratta (Mysore sec- tion) (I) he Gaekwar's Mehsana ohapur rial gauges—	89 74 8r	362 93 29	28,417 4,127 1,939	79 44 67	362 93 29	37,160 3,900 2,087	103 42 72	7,02,335 1,53,793 50,562	7,33,898 1,38,322 52,085	31,563	15.471 3,877
he Gackwar's Dabhoi ooch Behar	59 45	72 22	3,096	43 36	72	2,630 730	37	1,00,857	1,15,014	14,157	1,105
TOTAL .	136	1,042	1,18,773	114	1,115	1,23,959	33	29,91,896	20,73,170		18,726
native states.	V CYTE	Total		State of				Witness		TO THE REAL PROPERTY.	
havnagar-Gondal-Junagarh-Per- bandar Halsar-Rajkot shpur-Bickaneer sdeypore-Chitor tal gauge —	103 68 58	334 46 364	26,640 2,710 18,584	80 59 51	334 46 364 61	21,008 2,989 14,200 720	63 65 39	7,64,583 64,410 5,25,132	8,80,835 76,897 4,23,283 (m) 3,250	1,16,252 12,487 3,250	1,01,849
ange-	65	94	5,883	63	94	6,078	65	1,37,916	1,70,321	32,405	
CPANS TOTAL	78	838	53,817	64	899	44,995	50	14,92,041	15,54,586	62,545	· ·
GRAND TOTAL	261	18,687	37,41,194	200	19,174	38,58,923	201	10,40,89,313	10,66,26,071	25,35,758	

e Bhopal-Barsi railway.
e Godhra-Rutlam railway.
ngs from 2nd April to 1st September 1894.
e Gorstakal-Mysore frontier section.
e Tirhoot state railway. Although for convenience andongst state railways, the company's section of a the property of the Bengal and North-Western Company.
Loga from 1st July to 31st August 1805.
e Jammu and Kashmir, Hyderabad-Shadipalli and the ud-Lyalipur railways.

- (h) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

 (i) Includes the Wardha Coal, Dhond-Manmad, Khamgaon, and Amraoti railways.

 (j) Total earnings from 1st May to 31st August 1895.

 (k) Total earnings from 1st May to 31st August 1895.

 (l) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

 (m) Total earnings from 1st to 31st August 1895.

The Mark					
Printed and pu	iblished for the Gov	PERNMENT OF INDIA	at the GOVERNME	NT CENTRAL PRINT	NG OFFICE, Simil
de la	100	To Park I was			
THE RESIDENCE OF SHAPE					
15 A 15 A 12 A 1- 11 A 1-					



SUPPLEMENT TO

The Gazette of India.

No. 38.}

CALCUTTA, SATURDAY, SEPTEMBER 21, 1895.

OFFICIAL PAPERS.

A Supplement to the Gazette of India will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in Paper VI of the Gazette.

Non-Subscribers to the GAZETTE may receive the Supplement separately on a payment of five Rupees per annum is delivered in Calcutta, or eight Rupees if sent by Post. The Supplement and Part VI of the GAZETTE can also be subscribed for separately on a payment of Rubees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Natifications, the Publication of maich in the GAZETTE OF INDIA is required by Law, or which

No Official Orders or Notifications, the Publication of which in the Gazette of India is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the Supplement. For such Orders and Notifications the body of the Gazette must be looked to.

GOVERNMENT OF INDIA. FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1St HALF OF AUGUST 1895.

			+5	000	60 6000		***	000	\$0000	000000
		Past fortnight.	S, C	272	2020	3622E	5022	8 55 E	55%	5 5 50 mp
	SALT.	fortaight,	Ch.	090	10 0 1000		4004	000	0000	000000
		Present	s.	252	1812	1611:	2044	8 50	2544	00000
		torenight.	ď	444	0000	0 0 0 0 0	0000	-00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00 920
	100.	ased	uń	399	143	183 193 326 435	85 220 113 222	94.69	8 72	200
	PIREW 1011.	fortnight.	ć	900	0000	0 00 00 0	0000	200	2000	00 001
		Present	'n	399	133	. 48. 28. 28.	85 220 113 222	258	200	400
	g 8.0	Past, fortnight,	Ö	112	00 11	8 12 9 12 12 12 10 11 10 10	0 1 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 00	1111	11111
	ARHAR, OR THUR, CADJAN PRA (Cajanus indicus)	fortnight.	Ch. S	10	00.	1220 ;2	2000	1100	1141	11111
	A 0 0	Present	s	7 ::	0/0	, m n a , m	OUNT	* 00		
	9.	Pant fortnight,	S. Ch.	11,2	9 111	11111	51.6	. 111	1101	1114
	MAIZE (Zea Mays).	fortnight.	ď	11+	· 111	inin.	00 00	14-1	4101	1111
	(Z,	Present	U		6		2 2	560	0000	
	# Y * * * * * * * * * * * * * * * * * *	Past fortnight.	S. Cl.	-11	20.5	88 4 50	20 0 25	ion	2000	40200
AS.	GRAM, CHERNA, CHOLA, KADALAY OR SUNAGA (Cicer ariefinum).	. fortnight.	Ch. s	6	no	, w w m o o	10000	0.00	4300	*.0 00 0x
TOL	OK OK	Present	ú		25.5	,00000	13 20 12	00	చ్చాల	Dain.
SERS OF 80 TOLAS.	Faring.	Past fortnight.	S. G.	111	1111	111111	1111	+11	1111	1111
RS (KANGNI OR KAKUN, ITALIAN MILLET (Setaria italica).	fortnight.	5	110	1111	111111	:111	111	1111	1111
	-	Present	Uń		D#1 ()					A CONTRACTOR
QUANTITIES PER RUPRE IN	Men-	Past fortnight.	S. Ch.	101	1.1/1.1	111111	1111	111	1111	1111
RUP	MARUA OR RAGI (Rieu- sine coro- cana).	fortnight.	Ç.	* 149	1114	111111	1111	111	1111	1111
PER		Present	w.							
LIES	Bajka ok cumbu (Penicillaria spicata).	Past fortnight.	S. Ch.	411	1111	111111	1111	411	1111	1111
NTIL	SAJEA CUMP emicil spical	Present fortnight.	1 5	111	1111	111111	1111	111	1111	1111
gun	3 8	1 0 0 0 0	Ch. S.							
	OR COR	Past (ortnight,	vi		1111	11111	11#1	111	1111	1111
	JAWAR OR CHOLUM (Sorghum vulgare).	Present fortnight,	ALC: UNKNOWN	THE RESERVE TO SERVE THE PARTY OF THE PARTY	1111	111112	1101	, i i	1.1.1.1	1111
-		lorenight.	C. S.	the second second	noon	1 2 to 4 to 2	- 50 on	000	0000	00 00 0
	96	Past	S. C	215	45= E	12255	2==8	222	8504	1250
1	Rice, common.	ortnight.			w = 0 m	. <u>u</u> u 4∞ <u>u</u>	noon	750	200	0000
		Present	l si	322	1252	42555	u= n0	212	55.6	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
100	1 5	Past ortnight.	10 Med 6		500-			8 44	04-0	0000
	Rick, BEST SORT.		U	7	4004		000	-04	2020	50 0 to 0
	Ric	Jusent Jugintie		25 257 ME	5252	12202=	2027	550	= 5 2 4	r.000
P.		Past ortnight.	ा ह	1 111	1111	11111	W 1111	111	1111	::1
100	BARLEY.	rinight.	01 2	d	100					111
	B	Inesent Theight		ń	1111	11111	1111	111	1111	BILL
		Past		5 110	1 2 1 1	111012	1111	.111	1 2 2 1	000
	WHEAT.	renight.	ALC: 100	si o	0	v *		1	.5".	000
	*	a Juseon's		S. C.		111212	1111	111	87	600
		George S	1.							
+										
1				· · ·						14 3 1
	DISTRICTS.		100	v						
1	INTE		30	1	\$	(b)			13	-
1	a di			1	lelta oon gwg	hwegyin harrawa entada rome oungoo	Sarri Jaloy Icke	116	1 + 3 ==	ndn dura
			34	lasser lergui	egu (delta Pegu . Rangoon Thôngwa Batsein	Shwegyin Tharrawa Henzada Frome Toungoo	Mandak Mandak Bamo Pakok Meiktiis	Sandoway Kyaukpyu Akyah	The party of the p	Sold Kam Kam
20			UL CALL	BEZHZ	では日日	Sexua T TILL	- The man	Con-	2 30,020	100

10-0		250		2000		Ph.	1				2 100	7 61	175	120	16
11.	10 00	8	5050	Q10000045		10 8	50000	0000	1 0 0 0 4 8	8	10 10	9	8 7	8	1
		00	2000	5 pm 0 000 0 4 5	110	00	000000	0000	0 !! !!		0		2		
11-	01	0		018111880	==	2	= 50000	0550	55 5		101	0	00	60	
1000E	•		0 00	000000000	00	0	000000	0000	00 0			0	-	0	6
	3	8 6	80 110 110	120 99 99 95 120 120 120 120 120 120 120 120 120 120	300	160	190 190 190 160 160	4568	80 80	100		160		240	
111	9		8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	000000000	00	0 09	000000	0000	99 0	0		0, 091		0	
	9	-	1	200 200 200 200 200 200 200 200 200 200	300	107/1	862 8 48	50 50 05	80 80	9		~	-	240	Palmi
111	1		8 - 5	556555568	00	0	002 00	0000	57 0	9	0 91	9 8 and		24 08	Non
		1	,000	0 00 000 000 00	00	•	002,00	0000	110 0	0	0	80 -p 8	. 4	00	(0)
11/1			× 5.5	227222555	22	2	888 82	555	5.00 1	91	91	04:	100	-	
111	1	1	1111	1111 21111	11	1	1,111,1	111.02	11 1		1	0 80	20 2	9	
111	1	1	1111	1111, 1111		:	111111	111,	1111		ī	9	80	•	
	0	0	44 NO 80	800,0000	00	0	000000	8 4 0 8	V# 0	0 1		0.0	-	0 30	K
11,	3	2	- 222	= 27 , 25855	50	20	85222	2522	35 3		2	3	2	5	II.
114	0	0	#10 0 to	000 00+0N	00	0 8	0 0 0 0 4 0	00000	NN 0	0	to 0	9 8		0	
	3	12	2552	100 20102	- 15 25	65	0 20 20 C	785	12 2			2 :	, 1	5	
111	1	1	1111	111121111	11		111112	1111	11		1		4	1 5 80	
111	1	1	1111	111101111	11	1	11111	1111	11 1	1	1	1	1	100	
111	1	1	1111		11,	:	111111	1112	11 1	1	1	98	10 14	22	ocurable
1111	1	1	1111	1#111111	14	1	11111	1110	11, 1	. 1	1	27 0	16 14	00	+ Not or
111	1	1	1111	• ::::° ::::	1,1	1	111110	1111	11	7.1	1	1	1	10	
111	1	1	1111	1111, 1111	11	1	111111	1111	11-1		13 0	1	i	-	18
111	.1	1	1111	111121111	11		111111	1111	11 1	i	1	1	-		
111	1		1111	111121111	11		111111	1111	11 1	1		1	1	1	
111	.0	0	0 10 0	000000000	0 11	00	000000	0000	000	0 0	0		9		
1000	0 30	0 18	481 71	8 40 4 4 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	8 8 8 8 8 8	0 19	08 H 400	20000	000	0 0 0	- 4	9	6 12	8 16	100
111	2	18	1702	-8575-1108	29	82	278420	5545	9	2 20	0	10	-	9	3
1100	00	0	0000	000000000	00	0 5	0000000	4008	. 5 . 3 . 5 . 3	0 0	0	0	6 6	00	133
	9 0	0 14	2020	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 15	0 15	004000 04000	0008	11 190	2000			6	0	
1100	15	3	2222	ลับมีจัดเคลีย	5 4	50	550555	~05 m	2 - 0 s	2	220	5	0	00	3
111	4		1101	1111,00,100	11	-	1100 101	1000	11 0	1	2	9	19 2	20 0	
111	1	1	1101	111100001	-11	1	11, 19	10 10	11 0	- 1	20 0	150	19 2	20 0	* Kalai.
111	1	1	0000 0000	110140000	15 8	15 13	008040	1 400	5 55 65 0 2 0	12 0	.3 4	100		11 8	
101	-		1 0 0 co	110 40405	00 00	10	000 0000	,000	85 o	0	0	0 98	00	0	
			0000	.0.11658	2.1	. 15	5 - 8 - 1 - 5 - 5	. 20 1000	911 91	-	*	7 0	5	2	100
ē		183			*	1				10					
Fraction .	-												48		38
(0)			****		43 43	1	1			1		000			
group populari fillis	Jun 3	-	ong	Krist Const	122	8	urshidatad othal Parg ibna gra yshalii	lasti	.4 8	aggin.	-	130		bigh	1
Chittagong IIII Hill Tippora (*) Nagé Hills	Rastern— Backergunge	-Noskhal	Chittagone Tippera . Daces . Mymensing	Rhilan , Rhilan , Rhilan , Midaspore Howah , Calcuta , Hoogaly , Nadia (krist Jessore , Faridpur	Central- Bankura Burdwan	Eirhum	Murshidal Southal P Pabna Bogra Rajshaki Maida	Northern- Rangpur Dinaspur Jaipanguri Darjeeing	Puri . Cuttach Balasore	Cheta-Naghun Singhbhum	Manbhum	Lobardega	Paláman .	Hazáribágh	STORES.
PERMIS	Burn	2000		CONTRACTOR OF THE PARTY OF THE										- CAU	No.

5229	
179.	
60.50	
ma.	
(C) 201	
Suth	
650	
OS.	
- 20	
100.00	
1895	
1100	
200	
900	
150	
ii.su	
ZD.	
100	
122	
23	
AUGUST	
200	
250	
180	
000	
II.	
0	
OF	
1000	
224	
HALF	
See 5	
COS.	
1244	
Ist	
0.59	
THE	
200	
-	
544	
2000	
-	
122	
-	
1990	
FOR	
Section 2	
1092	
12/2	
del.	
1000	
ω.	
-	
RICES	
976	
22	
1000	
100	
-	
3	
1	
DOM:	
5	

	Manual Man	NEW YORK		10 SE		4	AND DESIGNATION OF THE PERSON		1000	ACCOUNT OF THE PARTY OF THE PAR			1
		Lorenghe	8	· ·		0	0+0	-	00 00	07000	0000000	000M+	onoas
		Jan'd	'n	2 -	=		222		22	0,00000	22222222	=====	2000
	SACT.		1000		The state of		THE STATE OF THE S		Sec.		000		
	· on	Present Juginizo)	S. Ch	0 0	De Chillian	60	0 1 0		010	00000	200080008	50000+	0 200
			1000	0.75		= 1	UV.N.	=			The second second	E CONTRACTOR OF THE PARTY OF TH	2000
		fortnight.	C.	0 0	3400 7	0	0 00 0	0	0.0	00000	000000000	00000	00000
	000	Past	vi	168	2		330	160	120	84888	150 200 150 150 150 150 150 150 150 150 150 1	9 5 6 7 3	5.25 F
	100000000000000000000000000000000000000		CF.	0 0	0 0	D	0000	0	0.0	00000	00000000	00000	9000
	Fig.	Present fortnight,	1000000	891		120		140	180	80 80 80 80	180	956.00	55481
	STORY.		vi.	A		III.		gre-ru			CTITITATE TO SELECT		
	30 . W	Pant lorenight.	100	00 00		0	000	0	0.4	0 200 0 2	0000000000	00000	000.00
	ARHAR, OTHUR, CADJAN PEA (Cajanus indicus).		vi.	81 01	22.27.77	30	878	77	21,53	. 228226	0 4 2 2 2 2 3 5 7 5	24.68.8	\$ 555
1	HA CA	Present fortnight.	C.			0	0 10 10	0	0 2	04000	000000000	00000	9040
			uń			18	31.56	* 24	18	11 18 11 18	0 4 2 9 4 8 7 7 7 8	12825	2025
1	9.0	Past fortnight.	C		I MATERIAL	0	1-9	0	00	0 10 11	111001001	0 00	1179
	MAIZE Zen Muye).		tri i	9		30	4.8	23	22			8 2 8	, 165
1	Zes	Present fortnight.	C.C.	° :	0.07/900	20 0	12.8	22 8	282	1 8 1 1	111018101	10 100	1100
		1	i.		-	2100	0 00		-			G (C+12) (M)290	58
1	# KOY	Past	S, Ch	20 20 20 20 20 20 20 20 20 20 20 20 20 2		100	909	0	9 61	00808	80404004	22 22 23 23 23 23 23 23 23 23 23 23 23 2	0 8 0 8
I	GRAM, CHENNA, CHOLA, KABALA OR SUNA (Cicer	1			COLUMN TO SE	0		90	0.4	1000	00000000	0000000	
P	Garri, CHENNA, CHOLA, RABALAY OR CHORA (Citer arretimum)	Propent.	C.	8 8 8		00	400	17 8	20 0	04800	22022022	22222	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
H			or i	on 0					- 0	0 1000 0	0000 0	0000	109
1	# # # # # # # # # # # # # # # # # # #	Pant fortnight.	S. C.	5 6		1	111	1	2	0 11 2	111,872,5	10000	1 1 100
P	KANGRI OR KAKUR ITALIAN MILLET (Setaria Halica).			0 4		H			10	000 0	000 %	0000	in
	KA HANNE	Present fortnight.	S. C.	12 22		1	141	1	3 1	51: 1	111 272 11	5225	1 1 101
P	A STATE OF THE PARTY OF THE PAR	lortuight.	Ch. S	. 00				0	0.0		0 0		
1	MARUA OR RAGI (Eleu- sine coro- cana).	Pant (ortnight.)	s. Cl	100		A.	1.7	15	32	11111	11111 211	11111	111
1	darua oi agi (Eles spire coro- cama).	torenighe.		0 50	-		0		0.0		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
P	MAR RAGI STR	3mesor9	S. Ch	2 P		1	90		25	11111	11111 1 2	11111	
P	the transfer of the same	fortnight.	5	actics.	100			50	-	,00,0	1,1000000	00000	WATER TO
P	OR Hari	Past .	S. CI			1	111	2	11	15 15 15	111 682527	52555	111
Ì	Bajua ou quasu (Penicillaria spicala).	tortnight.	Ch. S					TO THE		150.0	[]]000000	90000	
Ì	B G	3notor9	S. C				111	磨	1,1	5 5 5	455555	88.57.5	
1	· 医耳迹除去	digintio)	Ġ	0 00	0 0	1	111	N. T	11	0-0.0	0 10 10000	100000	211
1	LUM ANNT Prej.	Pant	S.C.	5 TO						5.52,6	∞ , '8 , ⊗ ∓∓ ,	85888	
I	Sawar Cholu (Sorgan twigar	fortnight.	5	0 0		1	1.4.4		711	0 = 0 , 0	0 10 00000	00000	111
1	700,	Present	S. C	20 20	55 8				SHE	7.5 4.6	2 8 522	24888	
Ì		Jugintrol	·	0 0	-	0	000		0,0	012000	00000000+	00000	0.0+1
I	Rick, commor	Pant	S. Ch.	10 0		9	77.0	10	20	2:102	22222220	22288	_ 255
I	Ruc	fortnight.	Ch.	00 0	16.7	0 9	0 1 4	0	50	00000	2000000000	00000	
1		Present	ui.	7 6		91	5.78	3	17.	5:252	0==0=====	11193	722
I		fortnight.	CP.	00 0		0	000	0	0 00	02000	000000000	0 0 00 00 0	0000
	11	jag4	vi	2 3	SEL CALL	700	200	0	7	00000	8 8 8 9 F 10 G 4 6	UNUNO	2 100
1	Rick, sket.	Present	Cp.	0 0		0	000	8	00	04000	0 0 0 0 0 0 0 0 0 0	00 0 + 0	0000
1	THE REAL PROPERTY.		ui.	4-0		90		00	= 00	00000	x = x 0// N/0 +0	000000	5 MB :
1		Past fortnight.	S. Ch.	25.0		0	a'a a a	9	0 +	08028	0000000000		000
	BARLEY.	MACHE I	ur.	~~		90		23	8.8	55777	288258542	22223	950
1	ВАР	Present fortnight.	. Ch.	24 0 10 25 0	49	0	1-0	90	0.00	0 8 8 2 8 9 2 9 9 9 9 9 9 9 9 9 9 9 9 9 9	00000000000	00000	080
I				~	·~~	30	2.2	23	200	50 575	868488844	2 2 2 2 2 3	1
1		Pant (ortnight.	-	TO STREET	15 o	0	000	15 0	8 4	0 10 0 0 4 0 10 0 0 4	840080004	-0040	2000
1	WHEAT,		sh.	100000000000000000000000000000000000000	-	-		50		25523		40000	No.
1	A A	Present fortnight.	S.Ch.	2	40 0 8	0 0	200	30	0 0 0	0.50.20	840004804	40000	222
		ETO()	- Strag	-	200	100				22232		22222	***
				100000	110							-	
		Kort by		11/10	11/2/				1	* * * * *			A BITT
				HALL Y					国国	No.			1
	alic	1000000	100	1000	ANS T	A.						- A 10 10 10 10 10 10 10 10 10 10 10 10 10	
	Dig raidya,		Bengal-confinned.	4.		P	15 m	aban	* 68	Province			F . 43
	ALC: NO		9	Bihdr, confi	. 4	Shahabad	hár, north- Parnes Shágalper Carbhanga	Musaffarpu	Saran . Champaran	W. Pro	Mfraf- Binda Binda Fatehpur Hamirpur Jakun Cawoport Eriwah Farekhah Mainpuri Kitah	Paris in	18
		SHIP TO SHIP	- Jan	Mon.	Gays . Patna	THE STREET	Parnes Bhigal Darbha	Mus	Stran	Allahah	Binda Binda Fatehp Hamity Jalaun Cawop Eriwah Fareha Mainpu Eliah	Ages Ages Aligach Boised	THE SECOND
			Ren	Bi			=			2	3	= 1	and and
		ASSESSED FOR THE PARTY OF THE P	C0059	TO THE PARTY							ESTATE OF THE PROPERTY.	Man Harry	AND DESIGNATION OF THE PERSON

A STATE OF THE PARTY OF THE PAR	对于自己是有自己的		
0809 +000	+02000 00 4400	MODO 40 0 0 4 40 + 0 0 400000000 0 0 1- 00 00 40	(9.5533) HERBE
FF====50	100100 010000	Dodran : 25505 3 51232519 3 2 2 5 43 535	
0000040000		20 20 +0 0 0 + + + +0 0 0 2 + 0 00 0 0 0	2
PV==== 0 0/0	051,155 515555	500=== = 55505 g 5====== = 5 5 5 2	
0000000	000000 000000		
150 150 150 150 150	1200 200 1200 1200 1400 1400 1400 1400 1	11.00.00 0 m 00.00.00 00 00.00 00 00 00.00 00 00 00.00 00	170
	000000 000000	0000 0 0000 0 000000 0 0, 0 00 000	2
150 0 150 0 170 0 150 0 150 0	773 260 260 260 260 260 260 260 260 260 260	25 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	- ts
Salar Sa		NAM 00 0 8000 0 0 00	o 1
000-000	138 55 64 4 55 5 5 6 6 6 6 6 6 6 6 6 6 6 6	20 0 : : : : : : : : : : : : : : : : : :	17 per
- 0000 - 0000 - 0000 - 0000 - 0000 - 0000 - 0000	000000 000000	000 111 1 +100 0 0 000 1+11 1 0 0 00	71 pics
8 2 4 4 7 5 5 5 5	282682 222222	47.0	70 Nine
· · · · · · · · · · · · · · · · · · ·	10000 00000	ESSE 01 6 5 5 4 8 8 8 8 9 8 9 1 1 1 1 1 1 1 1 1 1 1 1 1	1 100
1111 25 %	7.4758 7.557		
1111282	10000 1 10000	12 1	
	088 00 4 88 4000 1	# w w o = + + 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	90
22 24 25 25 25 25 25 25 25 25 25 25 25 25 25	875555 255555	200 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	25
*******	000000 00+000	2420-0 x 4x0500 044 nexxx03 2 0 2 01 20	On the Handard
12144250	78 28 8 2 8 2 2 2 8 8	284444	- Carlotte
0 0	0000 40000	11211 + + 11212 22 22 1111 1 1 1 1 11	15 15 d.
92 1119	3233		4 tske
22 11 2 2	8808 4000	112110 1 + 11210 0220 1111 1 1 1 11	15 H
	The residence of the second of		7,
10111000	18 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	16111 1 + 1111 + 1111 + 11 1 1 1 1 1 1 1	
		18111 1 +1111 + 11111+11 1 1 1 1 1 1	11
111 000	1 2 2 2 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 1 2 2 1 2 1 1 2		
w . w o o o .	0000 80000	11 14 15 15 15 15 15 15 15 15 15 15 15 15 15	13 13
11 2 2 4 5	. 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	T NO 00 4 4 00 00 40 0000 12 0 0 2 20 00	.52
8 2 4 4 9	14356 8454		. 2
	00000 00000	0 1 ww 4 0 ca w 0 0 0 w w 40 1 1 0 4 0 1 w 0 c	00
5 0 5 5 N	5 8 5 5 8 5 5 5 7 7 7 7 7 7 7 7 7 7 7 7	5 2 78 7 2 20 21 20 22 2 2 2 2 2 2 2 2 2 2 2 2 2	010
0 1 10000	00000 00000	8 # P8	4
2 , 5 & 2 5	81.77	5 # 75 884558 574585 8 7 4 48	
000+00000	8080801 280000	= 20 cos - 000 = 0 c = 000 c c = 0 c = c = 0 c =	
0.4000000	805000 B880000	400000 4 00000 0 0 00000 0 00 00 00 00	- ASC 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
00222320		Tharen r annin r danamondr a to r an an	
00000000	400000 000000	**************************************	CONTRACTOR OF THE PERSON NAMED IN
1000 0 10 10 10 0 T	200000 P 50 1 2 40		
00000000	000000 00000000000000000000000000000000	アレスカアン N ストレナキ N 5ス N 4 10 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	53.265P
100 0 0 0 0 0 0 0		4040-0 0 40044 0 00404 0 0 0 4 1 0	00
272724240 272724240	777001 505128	# # # # # # # # # # # # # # # # # # #	D 13
00000000	000000 000000		16 4 23 6 3 in bundles
27.588 48 4 5	NX8000 0000000	10 10 10 10 10 10 10 10 10 10 10 10 10 1	34 23 4 16 4 16 4 16 4 16 16 16 16 16 16 16 16 16 16 16 16 16
0044-0040	5000000 004220	6144444 4 177852 4 44000 4251 7 7 2 2 2 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4	
513786885	554446 444684		0 17
010 500 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0044440 404040	MED XXXX (10 - 10 - 10 - 10 - 10 - 10 - 10 - 10	5.2
	7	our)	
		adespo	36500
		O'P MI	
Name Talling T	kern- riabgari Itanpur Itanpur ieknow sedoi - ferio ferabanlu onda - ahrsich ahrsich ileni - itana -	Partabganh Bansmare Meywar (Ood Stiobee Erinpura Ajmere Aba Kishengarh Goondee . Kotah Janlawar Jeypore . Recondee . Recondee . Rotah Jengaran Jeypore . Recondee . Recondee . Recondee . Recondee . Recondee . Jeypore . Recondee . Recondee . Recondee . Jeypore . Recondee . Jeypore . Serondee . Jeypore . Recondee . Jeypore . Serondee . Jeypore . Serondee . Jeypore . Serondee . Jeypore . Recondee . Jeypore . Serondee . Jeypore . Serondee . Jeypore . Recondee . Jeypore . Recondee . Jeypore . Serondee . Jeypore . Jeypore . Recondee . Jeypore .	Goons . Gwalior .
Saha Saha	THE RESERVE TO THE PERSONNEL PROPERTY OF THE		00
,	S. S. N.		THEN

-
100
ntinned
-
100
300
*
180
-
2000
2681
I DY
20
1000
100
PA.
20.5
-
220
0
my.
AUGUS
AC.
100
90
OF
0
1000
100
HALF
ш.
1500
UP 53
and the
Dec 10
100
- Tin
Ist
-
HE
and the
200
IEC.
1000
-
FOR
0
66.0
200
100
U2.
intel i
120
0
200
85
PRICES
Me.
50.00
140
TAH
1
100
Fel
RET
444

1100	162000				S10175 S1016					17/12
		-againter	i	0.40	00000	404000	00	80000000	00 7000 7	10 0000
3		pang.	3.	= 22	21120	= 22222	80 0	22412-83	2:21382:3	2 2555
	SALT	-	1	000	00000	понюоо	0.0	0000000	0000004	10 00 00 00
•		Present (ortnight,	5	122	9==9=	= 22222	00 0	22212185	2728828	2 2224
	WI HOUSE		uń							
	100	fortnight.	Ch.	000	20000	000000	0.0	00000000	3000000	0 =000
1	999	Jan'l	uń.	180	85558	120 120 120 100	80	85558825	3958555	F 65 5 4 50
200	100	1	2	000	00000	000000	00	0000000	0000000	0 2005
Est.	2	Present	5	100	88 88	200000	20 80	85588888	200000000	12 19 19 19 19 19 19 19 19 19 19 19 19 19
	in the same		u)	224					The Control of Control	-
1	a	Past	5	+ 00	00000	*****	. 0.0	+++_*+ + + +	+0+2=0+	0 pud 0 11
	CABIAN PEA CABIAN PEA (Cayanus indicus).	1	, vi	53	81881	2 2				
F	ARHAE, O THUE, CADJAN PEA (Cajanus indicus).	Present fortnight.	Ch	+=0	00000	******	0.0	++++++++++++++++++++++++++++++++++++++	+ 0+ 11-10+	S 5 6 11
			uń.	= 2	25.25		- 2			
	1	Past (ortnight.	S. Ch	+ 00	22000	000000	20 0	3272223	25 25 25 25 25 25 25 25 25 25 25 25 25 2	1 1111
	May1).		-	-	00000	THE RESERVE AND ADDRESS OF THE PARTY OF THE	00	000000	00000	the River of the
	M. Zen	Present fortnight.	5	+00	99999	00000	2.5	********	88848, 5	1 1111
401			uń .	000	00000	000000	00	50000000	0000000	0 0000
100	# 4 4 4 F F F F F F F F F F F F F F F F	Past fortnight.	S. Ch	200	5 55 55 55	222222	10.00	2042255	8555558	0 0000
u)	GRAM, CHENNA, CHOLA, KABALAY NK SUNAQ (CLORY ICLORY	nu Tomana	Ch.	000	50000	000000	10.0	20000000	0000000	0 00000
TOLAS.	B KA G B	Present formight.	S. C	2000	28882	883344	10 10	28444554	5228285	8 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
	THE RESERVE ASSESSED.	tortnight.	6	0	0000	000000	0.0	00 0 0	00000 0	-
OF So	ESSESS.	Past	S. C	+ 2+	+======	8 7 8 9 7 4	0.0	+ 2 2 × 2+ 2+	8 N 2∞ 4 ∞	1 1111
RS 0	KANGNI OB RAKUN ITALIAN MILLET (Setaria stalica)	tortnight.	ď	0	0000	000000	0.0	00 0 0	00000 0	
SER	表 B L M S H	Present	S	+9+	+====	0000011	00	** 8 5. 8 4. 5+	# 25 D 20 4 4 5	1 1111
2		tortnight.	Ch.		0	0.0	0.0		00 0 0	
	UA OE (Elem-	fan's	S. C	++++	+++ 9 **	*****	22	*****	48 + 0 ···· 8	
RUPEE	MARUA (Elianne com	tortnight.	G.	in the same	0	0.0	0		00 0 0	
CONTRACT OF THE PARTY OF THE PA	227	Present	vi	++++	+++0++	+++++ 4.6+	5.	*****	78 to ++++ 8	** ******
PER		torenight.	3	00	00000	000000	0.0	0000 00	0000000	0 0000
QUANTITIES	Bajkawok Cowhu Penicillaria spicata).	Jan's	vi	20,	20000	825355	54		2000000	D 5158
1	IAJR CON con spice	fortnight.	5	00	00000	000000	0.0	0000 00	0000000	0 0000
IAN	B 2)	Present	vi	22 2	* : 00 50	8 3,5 8,8 3	0.4	32 28 28 28	2888882	5 5258
10		for tnight.	3	000	00000	000000	0.0	00000	0000000	0 0000
	E ON	tead	vi	55 55	8.8 8 8.8	284285	15	78228-4	4555852	7 8:31
	JAWAR CHOL (Sorga	Present fortnight,	5	000	00000	000000	0.0	00000 0	000000	0 0000
		10000.9	is	25.55	58882	22 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4.0	18818	4523832	7 7254
	ż	Past fortnight,	C.	0.00	00000	000000	00	0000000	0000000	. 0 0000
	RICE, COMMON	11-0	co	505	O MAN WILL	250032	00 00	2524×25N	555 40 40	2 2222
100	S CO	Present fortnight,	5	000	00000	000000	00	0000000	000000	6 0000
	Maria Company	Les Control	uń	202	0.0000	118831	-	2545×255	50000070	5 5 8 5 5
	RICE, SEST SORT.	Past	S. Ch.	111	11111	111111	11	11111111	1111111	0 0000
	CE, S SORT		1				15 1111			
	2	Present fortnight.	S. Ch.	111	11111	111111	-11	1111111	1111111	0 0000
*	1000	'ortnight.	5	0.00	00000	000000	00	00000000	000000	SO STATE OF THE PARTY OF
		tan'd	S. C	2000	82822	222,23	25	82285888	8785888	1 1111
	BAMLEY,	fortnight.	5	000	00000	000000	9.0	0000000	0000000	
	W	Insent	s.	8.8%	22822	REARES	22	33888888	22 2 2 2 2 2 2 3 3	1 1111
	The second	lorenight.	6	000	00000	000000	0.0	0000000		0 0000
ES.	WHEAT.	1anq	ı,	5000	5.887.8	8022088	4.0	800000000	278 6 2 6 8	5 7:55
180	Ww	Present Inginitel	5	000	00000	000000	00	0000000	000000	0 0000
834		theon?	si	250	58777	501650	50	25528252	5572557	5 555
TESS.			But		*****				Trace.	
156	1230		172							chistan -
			Post i						*****	B 525
	de ta						W 18	1	*****	hist.
The Division of the Land	Distidcts.		1:3					. d g		aloc Spring
LEE .	-		1	Histor .	Take	Ambala . Ludhtan Juliundar Hoshiarpu Gurdéspur		illingt illingt illingt illing	THE REAL	d B cts
1200			Jab.	History Feroze Montg	Gergson Gergson Delhi. Rohtak Karnal	Mentalan Ambala . Ludhkim Juliundar Hoshisrpur Gurdkispur Amritsar .	Hills-Simla Simla Kángra	North-west Station Gujránw Gujrát Rawalpil Rawalpil Pesháwa Kobát	Shahpur Shahpur Jhang Multan Bannu D. I. Kha Muza fang D. G. Kin	Karachi
1			Pan	3	G	5	H	3		Sinc

CATEGORIS		100000			1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				
50204	-02000		0000000		- 2 - 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	********	000		
1000	- 50000	In the second second	0 400 000 0	0					
*****	582252	222	222222	8	10000000 0000000	4400000000	000	000000	10 00255
000-0	00000	000	00=1000		0000000	900000000	0 0	000000	
1000	80 80 80 81 81 81	85.8	* 50 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8	180	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	6 8	258283	001
000-0	9 2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	8000	2202000		0000000	000000000	000	000000	
188	500 00000		7 10 10 10 10 10 10 10 10 10 10 10 10 10	69	568555	8 5 9 5 9 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	1000	28 25 25 25 25 25 25 25 25 25 25 25 25 25	828
	25 71	16 15	4E	•	31912	020-22-800	00	21123	
	1000 4	15	100 .0		= 001040	0000000000	,00	000000	
1	22.0	10	* 15 %		2 2 2 2 2 2 2 2	5 2 2 1 2 2 1 x 5 5	0.0	5:54:5	A CONTRACTOR OF THE PARTY OF TH
1111	111111	111	111111	* 1	1111111	1111.11111	111	11111	
11114	111111	111	1111111		111111	1111-1111	111	111111	•••
4000	000000	5 4 3		0	4 2 4 2 4 4 4 4 0	0304001000	∞ + <u>n</u>	000000	44.0
22200	= == = = = = = = = = = = = = = = = = = =	227	2027525	15	2873888	5725554161	252	255555	222
1110	10 D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	07 74	10856118	9	0072200	000000000000000000000000000000000000000	8 44	000000	222
1111	111111	11,1	*		.011101	1111 0 11111	111	311111	1979
1111	111111	111	1111111	1	1111111	1111 00 11111	111	111111	1
						• •			1105 36
6. 4. 7. 5.	27	* 10	000 12.		1. 11111	1111* 11111	111	111111	ä
0. 4.	1 27 0		00 00	•		1111-1111	111	111111	n
4250	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	882	2122124 2000000	13 10	1011111	1111-11111	111	0 0 0 0	17, 12 20 00
4 i i i i i i	250r a	=00	M000000	0	1011111	1111 11111	111	0,,000	
0012	2191 91	12 23 23	50554705					5 . 7.10	F. 4
F01	22 13 13 12 25 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25. 25	27.554 4 50008 8	10	0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1111 1 1111 1111	111	2524200	15 15
# O.=	200240	80 0	2000000	10	00,00000	1111,01111,0	111	000000	
563	228822	27 27	46258.8	92	528558			222462	55 H M
	8 0 1 1 0 0 1 1 0 0 1 1 0 1 1 0 1 1 1 1	517	8 = 1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	0 1	2220323	2 = 10 0 2 = 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	01 47 20 08	000000	5.10
2 - m -	001-00	2:5	10000000	0	F-80 40 0 40	# = +0 × 0 × 0 × 2	70.00 co	0000000	0.70
car	220222	0.50	8 4 - 5 5 5 5	-	=== 00==	0111881111	577	5 = -2 5 2	202
7000	0004545	417	00 0000	8	400	0000000011	202	000000	200
2000	020100	221	04.0000	00	MOH . 400		202	000000	000
0 0 m 0 2 m m	8 4 4 5 4 -	00 00 1-	~ w = 0 w	N)	0 000 hom	85500508 II	= 2 =		NUV.
1311	111111	111	1111111	1.	1111111	11110 11111	111	1111,01	***
1111	111111	1111	1111111		4131111	1111 0 11111	111	111131	
540 B	4 - 5 0 D	040	9000000		noneego	-2++40 - 20 4	=00	600000	000
028	#84688	57.0	465555	3	4404-80	2	6 2 4	8 97 8 8 9	272
2404	20 - 20 D	445	2000000	-	22.40000	- 40000000	NO.0	000000	200
	404665	875	4000000		4044000		454	800000	520
	*****	1000	******						
			911.19		Cant		:::		1:::
3		Ahmadnagar Nasik Uhulia (Khandesh)	D	. :	·	· · · · · · · · · ·			
Ratnégici Atibag (Colaba) Bembay	*****	gar. han	Surat	Rejkot	Asir	and			lizam's Territorie Secundecabud . Bolaram Chadarghat
1	ignum ignum tara olapur aper ona	andna (K	T T T T T T	jkot .	Nimar - As Khandwa-As Hoshangaba Betul Chhindwa-a Niggur - Wardha -	Sanjah Nazing by Sanjah Sanjah Dameh Jubbelyore Bagah lika Mandla Seoni Balaghat Balaghat Balaghat Balaghat	Bildspur . Raipur . Sambalpur	Buldana Basen Akola Ellichpur Amraoti	Tedera
in i	Selgnus Selgnus Selgnus Sholap Foons	hing hali	the bird	Rejke Print	fer man man man man man man man man man man	arsa arsa arsa arsa arsa arsa arsa arsa	544	Figure 1	o's Cui

100	
11.50	
100	
toxclud.	
1000	
ua.	
100	
1000	
CONT.	•
иви	
10/95/-1	
196	
100	
30	
0.00	
200	
895	
100	
	в
	3
Section 2	п
1000	۰
40	
D3.	
-	
-	в
AUGUS	я
625	
March 1	
-	
200	
17 504 819	
-	
(250,00)	
400	
OF	
о.	
bA4	
reside.	
ler OI	
ven II	
00-10	
PERSONAL PROPERTY.	
Noodill	
9	
42	l
st	Į
Ist	l
rst	l
Ist	ĺ
Ist	Į
Ist	
THE 1St HALF	
THE 1st	
Ist	
THE 1st	
THE 1st	
FOR THE 184	STATE OF THE PERSON NAMED IN
FOR THE 184	STATE OF THE PERSON NAMED IN COLUMN 1
FOR THE 184	
FOR THE 184	STATE OF THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER, THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER, THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER, THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER, THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER, THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER, THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER, THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER, THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER, THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER, THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER, THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER,
FOR THE 184	STATE OF THE PERSON NAMED IN COLUMN 2 IN C
FOR THE 184	STATE OF THE PERSON NAMED IN COLUMN 2 IN C
FOR THE 184	STATE OF THE PERSON NAMED IN COLUMN 2 IN C
FOR THE 184	Contract of the Party of the Pa
FOR THE 184	Contract of the Party of the Pa
FOR THE 184	(日本の本の中央の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の
FOR THE 184	Charles and the Control of the Contr
THE 1st	Contract of the Party of the Pa
FOR THE 184	一日 日本
FOR THE 184	The state of the s
PRICES FOR THE 184	The state of the s
PRICES FOR THE 184	THE RESERVE THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.
PRICES FOR THE 184	The state of the s
PRICES FOR THE 184	The state of the s
PRICES FOR THE 184	The state of the s
PRICES FOR THE 184	The state of the s
PRICES FOR THE 184	The second secon
PRICES FOR THE 184	The second secon
PRICES FOR THE 184	The state of the s
PRICES FOR THE 184	The second secon
PRICES FOR THE 184	The second secon
FOR THE 184	The second secon
PRICES FOR THE 184	The state of the s
PRICES FOR THE 184	The second name of the second na
PRICES FOR THE 184	The state of the s
PRICES FOR THE 184	The second secon
PRICES FOR THE 184	The second secon
PRICES FOR THE 184	The second secon
PRICES FOR THE 184	The second secon

Saur.	Past Cortquist.	. S. Ch.	0 11 10	E III	10 10 14 14 14	1-8 10-5&11-8 11 8 11 13 10-2 & 11-10	202	12 13 5	25.7 2 2 27.7 2 2	1 2 2 2	22	04000000 555500050 00000000	0 0 0
	Present	S. Ch.	8 11 10	1 3	10 10 10 10 10 10	3 10-5&11-8 11 8 11 8 11 13 3 10-2 & 11-10	3 6 11 3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	5 12 13		13 \ and	52	55550050	0
FIREWOOD,	Jaginstol	S. Ch.	136	133 11	116	2282	97 133	94.8	2000	145	14-11-1	88555588	0 110
Figs	Present digination	S. Ch.	136 2	133 11	274 3	85 97 3 126 6 97 3	86 8 97 3	140 14 93 5	59 8 91 16 160 13	Control of	328	88348448	9
THUE, OR THUE, CADJAN PEA (Cajanus indicus).	Paat dyintro)	S. Ch.	11	1	11	1111	111	11	1111	1	1 11	== 23 3 3 3 3	1
ARMAR, OR THOE, CADJAN PRA (Cajanus indicus).	Present fortnight.	S. Ch.	11	1	11	1111	111	11	1111	1.	1 11		
MAIZE (Zea Mays).	Past	s. Ch.	11	1	11	1111	111	1.1	1111		1 11	11 11111	
South Street	Present fortnight.	h. S. Ch.	11	1	1.1	1111	111	11	1111			00000000	0
GRAM, CHRNNA, CHOLA, KADALAY OR SUNAGA (Citer arietinum).	Past fortnight.	Ch. S. Ch.	- 11	:	11	1111	111	og i i	1111			22212222	0 21
8	Prosent Prosent	uń				1111	111	11			1 11		B
MARUA OR CRAEUM, RADIL STALLAN SING COVO. MILLET CONTRACTOR (Scientes).	fortnight.	Ch. S. Ch.				1,111	111		1111		1 11	0 000 10	
Nat aga	Present	Ch. S. C	11	0	11	0 1000	0 m a	27	20 20		21 Io	6 566 4	. 00
MARUA GE RAGI (Eleu- sine coro- canu).	.shgintiol	Ch. S.	11	0 23	33	050	28.8	13 26	1010	10	2 =	58822425	8 26
	fortnight.	Ch. S.	11	8 33	5 24,13	822	1 30	8.8	13 25 25 25 25 25 25 25 25 25 25 25 25 25	IO	5 21	82722234	98
Bajka or Gunnu (Fencillaria spiceta).	fortnight.	Ch. S.		2 17	. 22	11, 1	28 11 26		1 : 20 19 25 25	10	5 5	0,00,111	
	fresent.	Ch. S.	11	2 19	9 *	in in in	1,2	40 53		7	3 20	0800 000	
JAWAR OR CHOLUM (Sorghum pulgare).	Present fortnight,	Ch. 5.	11	22 10 19	6 21	28222	110	3 423	20 3 20	1 1	18 14 18	00000 20	
	Past fortnight.	Ch. S.	= 2	-	9 10	10 13 27 10 15 27 12 6 22 11 13 28	113	13 3 24 23 24	2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		10 13 11 12 11	40000020 40000020 88185 . 78	0 01
RICE, COMMON.	Tresent Uniquito)	S. Ch. S.	12 13 11	1 13 1	9 10	50 53 53 53 53 53 53 53 53 53 53 53 53 53	8 9 7 7	13 3	10111		10 5 11 10 13 11 0 11 0 11	40000000	8 01
	Past (ortnight,	G.		1	11	1111	111	11	1111		1 11		90
RICE, BEST SORT.	Present fortnight.	S. C. S.			11	1111	111	11	111	1 1	1 1.	00000000000000000000000000000000000000	0 6
TA MARK	Past	9.11			111	1111	, 11	. !!	111	1 1	1 1	1002417	2 88
BARLEY.	Present fortnight.	S. Ch.				1111	11.1	11	111	1 1	1 1		8 7
· ·	Past digintrol	1	_	1	1 11	1111	1.1.1	11	111	1 1	1 1	4000 000	00
WHEAT.	Present.	1		:	1 11	1111	11		111	1 1	1 1	1 2224 235	90
16		1											
ă.					: ::		ļ	- iral-	1				
Distracts.		Medros	Malabar Come	South, central-	Natural Sales	Cratral— Bellary Ananlapur Cuddapah Kurnool	Ganjam Vimgapatam Godsvari .	Kistna Nellore	Madras Chingleput . N. Arcot . S. Arcot . S. Arcot .	Tanjore	Southern- Tinnevelly Madura	Mysore Bangalore Solar I Tomker Hassan Nadur Shimoga S Chitaldroog S	Courge

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE TWELVE MONTHS ENDING WITH THE 31st DECEMBER 1894.

No. 378 R. Stat., dated Simla, the 6th September 1895.

Read again-

Government of India resolution No. 402 R. Stat., dated the 31st August 1892. Government of India resolution No. 300 R. Stat., dated the 3rd August 1893. Government of India resolution No. 293 R. Stat., dated the 30th July 1894.

Read also—

Note by the Director General of Railways, No. 322 Stat., dated the 16th August 1895, with abstract returns of accidents to trains, etc., on the open lines of railways in India for the twelve months ending the 31st December 1894.

OBSERVATIONS.—Under abstract No. 4, on pages 14 and 15, of the accompanying returns the accidents to trains, rolling stock, permanent-way, etc., reported during the twelve months ending the 31st December 1894, are given—the different classes of accidents, the number of passengers and others, and the number of railway servants, killed or injured, in each class of accident being shewn separately.

The total number of accidents and the casualties resulting therefrom, as compared with the average of the three previous years, are summarised in the following table under the heads "Standard gauge," "Metre gauge" and "Special gauges":—

	, No	MBER.		PASSE	BER OF ENGERS OTHERS.	0	MBER F ANTS.		TAL LL SSES.
	Accidents reported to Local Governments under sec- tion 83 of the Indian Fail- ways Act (IX of 1890).	Other accidents,	Тотаь	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard gauge. Twelve months ending the 31st December 1804 Average of the three previous years. Metre gauge. Twelve months ending the 31st De-	100 126	2,456 2,313,	2,439	. 29	(b) 52 72	10 10	32 59	19 49	84 131
Average of the three previous years . Special gauges.	26 34	1,869*	1,895 1,800	(c) 1 4	(d) 40 20	5 7	16 12	11	56 32
Twelve months ending the 31st December 1804 Average of the three previous years	2	8 ₅ 5 ₂	85 54				No s		
Total all gauges for twelve months ending the 31st December 1894 . Average of the three previous years .	126 162	4,410	4,536 4,293	(e) 10 43	(f) 92 92	15	48 72	25 60	140 104

⁽a) Of these, eight were not passengers.

⁽b) Of these, three were not passengers.

⁽d) Of these, four were not passengers.
(e) Of these, nine were not passengers.

2. The following table shows, for each gauge separately, the percentage of increase or decrease in the number of accidents, in the mean mileage worked, and in the train-mileage run during the year 1894, as compared with the average of the three previous years: -

		INCRI	EASE OR DE	CREASE: AS (COMPARED V 1892 AND 18	VITH THE AV	VERAGE OF
lija romoji		Acc	CIDENTS,	MEAN M	IILEAGE.	TRAIN-	MILEAGE.
		No.	Per cent.	Miles.	Per cent.	Miles.	Per cent.
Standard . Metre Special .		. +117 . + 95 . + 31	+ 4.80 + 5.28 + 57.41	+ 566 + 506	+ 5.26 + 7.73	42,284,368 +1,641,549 -26,064	+ 5'26 + 9'45 - 6'33
001 (0) 24	TOTAL	. +243	+ 5.66	+ 1,072	+ 6-11	+3,899,853	+ 6.34

3. The principal variations in the number of accidents reported in connection with the working of the several gauges, as compared with the average of the three previous years, are shown in the statement below under the classification adopted in abstract No. 4 of the returns:—

	INCRE	ASE OR DECI	REASE.	
GAUGE AND CASSIFICATION.	Scrious.	Minor.	TOTAL.	Percentage of increase or decrease
Standard gauge.			order se Services	
Collisions between goods trains or parts of goods trains Goods trains or parts of goods trains, engines, etc., leaving the rails Trains running over cattle on the line Trains running over obstructions on the line The bursting of tubes, etc., of engines The failure of machinery, springs, etc., of engines The failure of couplings The flooding of portions of permanent-way Fire in trains Fire at stations or involving injury to bridges or viaducts. Under head "Other accidents" Metre gauge.	-56 +2 +8 +1 +1 +1 -3 -2 -1 -8	+21 -14 +168 -22 +64 +26 -22 +42 -62 -19 -36	+16 -20 +170 -14 +65 +27 -20 +39 -64 -20 -44	+23'88 - 9'43 +18'93 -13'73 +86'04 + 8'82 -24'39 +78'07 -58'72 -45'45 -25'43
The bursting of tubes, etc., of engines The failure of machinery, springs, etc., of engines Special gauges.		+28 +40	+28 +40	+40°58 +28°57
Goods trains, or parts of goods trains, engines, etc., leaving the rails The flooding of portions of permanent-way	—I+	. +20 +18	+19 +18	+111.76

Standard gauge.

4. The increase under "Trains running over cattle on the line" was chiefly due to the occurrence, on the East Indian railway, of 63 and, on the North Western (state) railway, of 47 more accidents of this nature as compared with the average of the three previous years, and of 42 accidents on the East Coast. (state) railway from which no returns were previously received.

5. Of the total increase of 65 accidents under "The bursting of tubes, etc., of engines" an increase of 50 accurred on the North Western (state) railway.

of engines," an increase of 50 occurred on the North Western (state) railway.

6. There was an increase of 30 cases under "The flooding of portions of permanent-way," of which 19 were on the Bombay, Baroda and Central India railway, and 12 on the North Western (state) railway.

7 Under "Fire in trains" the principal variations were decreases of 23 and 33 on the Great Indian Peninsula and the Madras railways, respectively.

8. The decrease under the head "Other accidents" resulted chiefly from an increase of 11 accidents on the Great Indian Peninsula railway and decreases of 26 on the East Indian railway, 15 on the Bengal Nagpur railway and 13 on the North Western (state) railway.

Metre gauge.

9. Under "The faliure of machinery, springs, etc., of engines," the increase was chiefly due to the Southern Mahratta railway on which the number rose from 38 to 63.

Special gauges.

- 10. The accidents under "Goods trains or parts of goods trains, engines, etc., leaving the rails" numbered 36 against 17, of which 25 against 10 took place on the Jorhat railway alone.
- 11. The increase under "The flooding of portions of permanent way" was mainly due to the number recorded on the Morvi railway having risen from 1 to 15.
- 12. Taking all gauges together, the number of cattle accidents was largest on the Southern Mahratta railway, viz., 373; the South Indian railway comes next with 225, then the North Western (state) railway with 202, the Rajputana-Malwa railway with 195, the East Indian railway with 183, the Eastern Bengal (state) railway with 153, the Oudh and Rohilkhand (state) railway with 121, the Great Indian Peninsula railway with 91, the Madras railway with 83, and the Nizam's Guaranteed State railway with 81.

In proportion to train-mileage run the number of accidents was highest on the Nizam's Guaranteed State railway, which averaged 1 accident in 8,301 train-miles; the Southern Mahratta coming next with an average of 1 in 8,673; then the Dibru-Sadiya, the Jodhpore-Bickaneer, the Jorhát, and the East Coast (state) railways with averages of 1 in 9,705, 1 in 11,049, 1 in 11,494, and 1 in 12,441, respectively.

The lowest number recorded in proportion to train-mileage run was on the Great Indian Peninsula railway, vis., 1 in 100,814; the Bombay, Baroda and Central India railway coming next with 1 in 84,940; then the Gaekwar's Dabhoi railway with 1 in 82,322; the Burma (state) railway with 1 in 67,122, the East Indian railway with 1 in 59,647, and the North-Western (state) railway with 1 in 47,051.

13. The casualties to passengers and to servants in the employ of rail-ways or of contractors not coming under the classification adopted in abstract No. 4 of the returns, and the total casualties from all causes including trespassers, cases of suicide, etc. (which are detailed in abstract No. 2), are compared separately for each gauge, with the average of the three previous years in the table below:

	TW			ENDINGER 1894.		3167	AV	ERAGE	OF THE	E THRE	E PREV	ious *
Gavant.	PASSE	NGERS.	San	ANTS,		OTAL AUSES.	PASS	LAGERS,	* San	VANTE.		OTAL .
# town to the Line of	Kiffed,	Injured.	Killed,	Injured.	Killed.	Injured.	Killed,	Injured.	Killed.	Injured.	kujed.	Injured
Standard	49 9	129 49 1	141 - 36 1	399 86 2	514 120 2	696 233 3	50	136 40 2	138	446 98 2	484 144 1	781 208 6
· TOTAL .	58	179	178	487	636	932	60	178	170	546	629	995

14. The following table shows, for the several gauges, the number of persons reported to have been killed or injured in yards, workshops, etc., or to

have died in carriages or at stations from causes unconnected with the working of trains:

	GAUGES,	gazdine (er)isa	Kuled.	Injured,	Dled.
Standard . Metre Special	the state of the s	diametrical	39 5	270 43	670 181
asbranenn 5	ant drag will be set will be settled	TOTAL .	44	313	852

15. The statistical results for the period under review are summarised under certain selected heads in the table below:—

PARTICULARS,	Twa	DECEMBE DECEMBE		3167	Ave	ADE OF THE T	THORE PARV	lovs
	Standard.	Metre.	Special.	Total.	Standard.	Metre.	Special.	Total.
Mean mileage worked . Mile Train-mileage run . Mile Number of passengers carried . No	45,725,310	10,007,043		18,629 65,118,928 145,462,546	43,441,042	6,545 17,365,494 39,841,628	411,630	61,219,075 128,255,79
Number of passenger units car- fied one mile No	4,083,240,400	1,750,050,518	32,619,319	5,885,910,237	3,734,776,834	1,604,816,550	20,153,540	5,359,746,91
Number of accidents per 100,000 train-miles ton Proportion of passengers killed	E ID 90	10	23	7		10	13	
by accidents to trains (vide abstract No. 2) to number carried . No. Proportion of passengers injured	7 in 97,043,989			1 in 145,462,546	1 in 2,434,919	1 in 13,280,542	Decres.	7 in 3,288,61
by accidents to trains (vide abstract No. 2) to number carried No. Proportion of passengers killed	1 in 1,998,857	t in 3,296,262	mata) Fra	* 1,741,314	r in 1,370,303	1 in 2,213,424	owner.	1 in 1,474,20
from all causes (wide abstract No. a) to number carried . No	1,258,880	5,185,048	11.50	1 In 2,405,407	1,019,160	3,064,746	ntiine	1,295,51
Proportion of passengers injured from all causes (wide abstract No. 2) to number carried . No Proportion of passengers killed	1 ln 530,247	1 H0 549,005	553,126	1 in 550,994	1 in. 427,596	686,925	1 in 378,535	1 in 483.98
and injured from all causes (vide abstract No. 2) to num- ber carried . No. Proportion of passengers killed	1 in 429,579	1 lo. 498,441	* 1 in 853,146	t in 450,348	a l'n 54 3,027	1 in 551,150	r in 378,535	ı in 352,33
and injured from all causes (wide shatract No. 2) to num- ber of passenger units carried one mile. No.	1 in		1 le 21,619,319	1 in 18,222,632	1 In		i in	14,724,57

16. Abstract No. 5 shows for the year 1894, as compared with the ten previous years, the proportion of passengers killed and injured while travelling on the several railways open for traffic in India from causes beyond their own control.

17. The accidents for the fourth quarter of 1894 are dealt with in the following note:

Note on the accidents for the fourth quarter of 1894.

The following table gives the number of accidents, as classified in abstract

No. 4 of the returns, which resulted in loss of, or injury to, life and limb, and shows the railways on which they occurred.

RAILWAY.	Number of accidents reported during the		DERS AND	Sarv	ANTS.	Ton	AL.
and the second second second second	4th quarter of 1894.	Killed.	Injured.	Killed.	Injured.	Killed,	Injured.
Standard gauge. East Indian North Western (state) Great Indian Peninsula Bombay, Baroda and Central India Metre gauge. Bengal and North-Western Rajputana-Malwa Southern Mahratta Burma (state)	1 4 1 1 4 1	•		 3 3 	4 1 1 5 2	, " 4 3 	4 5 1 1 10 8 1
Average of the three corresponding quarters of 1891, 1892 and 1893	eria idy eria	35	16	. 6	15 26	8.	31

(2) East Indian railway.—On the 12th November 1894 a collision took place at Shakrigali ghat between a shunting engine and certain wagons, owing to the former coming too fast on to the train. Four servants were injured.

(3) North Western (state) railway.—On the 6th October 1894 a ballast

train, after the engine had been detached for water at the Shelabagh station, rolled down the incline and collided with No. 2 down mail, two miles from the station. A passenger and a railway servant were killed and four passengers injured; the rolling stock and permanent-way were also seriously damaged. The driver to whose neglect the accident was due was prosecuted.

On the 2nd December 1894 a collision took place in the Gháziabad station yard between a down special goods and a pilot engine, owing to the driver having disregarded signals. A railway servant was killed.

On the 24th December 1894 a down passenger train ran through the level-crossing gate near the down distant signal at Saháranpur. The gateman in attempting to open the gates, which were closed across the line, was killed.

On the 28th December 1894 a shunting engine collided with the outgoing engine of a down goods train in the locomotive yard at Saháranpur through the

carelessness of the pointsman. A fireman was slightly injured.

(4) Great Indian Peninsula railway.—On the 6th October 1894 a collision took place at Karjat between an up ghat trip train and the rear wagon attached to a main line engine, while the latter was passing over the cross-over road from the down to the up line. The accident was due to the driver of the ghat train having failed to notice the obstruction in time. A railway servant was injured.

(5) Bombay, Baroda and Central India railway .- On the 9th October 1894 a buffalo was run over by a down mixed train at Chhárodi station on the Gaekwar's Petlad line, resulting in the derailment of a wagon. A railway ser-

vant was slightly injured.

(6) Bengal and North-Western railway.—On the 19th October 1894 a collision took place at Dalsinghsarai between a ballast and an up mixed train, owing to the latter having been admitted on to the wrong line. Three railway servants were killed and five passengers and five railway servants injured. There

was also considerable damage to rolling stock.

(7) Rajputana-Malwa railway.—On the 7th October 1894 a collison took place at Achnera between a shunting engine and three 3rd class carriages standing on the line. The accident was due to the shunter having been unable to

shut off steam in time. A railway servant was slightly injured.

On the 26th November 1894 the roof lamp of a 3rd class carriage on a down mixed train caught fire between Kivarli and Bhimána and exploded. Five passengers were slightly scalded.

On the 9th December 1894 stones were thrown by two boys at a down mixed train at mileage 133 between Nímbahera and Shambhúpúra. A passenger was struck on the forehead and was slightly injured. The boys were prosecuted and one of them was sentenced to receive twenty stripes.

On the 21st December 1894, while a steam crane was being shunted at Khandwa, the chimney of the crane, which was not lowered, came in contact with the roof of the locomotive shed and was damaged. The fireman in attempt-

ing to lower the chimney was injured.

(8) Southern Mahratta railway.—On the 9th November 1894 a down mixed train was derailed between Birar and Kadur, owing to an axle of a covered

goods wagon having failed. A railway servant was injured.

(9) Burma (state) railway.—On the 30th December 1894 an engine with 20 vehicles ran into a bullock cart while the latter was crossing the line at a level-crossing near the Mandalay Shore station. An old woman, the occupant of the bullock cart, was killed and the driver injured.

RESOLUTION.—The Government of India notice that, with an increase of 1,072 miles, or 6'11 per cent. in the mean mileage worked and of 3,899,853 miles, or 6.37 per cent. in the train-mileage run, the number of accidents to trains, rolling stock, permanent-way, etc., on Indian railways during 1894 shows an increase of 243 or 5'66 per cent., as compared with the average of the three

previous years.

2. The numbers of passengers killed and injured by accidents to trains, etc., were 1 and 85 respectively, against 39 and 87 the averages of the three previous years; while the numbers of passengers killed and injured from causes other than accidents to trains, etc., were 58 and 179 respectively, against 60 and 178.

3. Out of a total of 145,462,546 passengers travelling, there were 59 killed and 264 injured, or an average of 1 killed in 2,465,467 and of 1 injured in

The proportion of passengers killed and injured by train accidents from causes beyond their own control, as compared with the numbers travelling, was

1 killed out of 145,462,546 and 1 injured out of 1,711,324.

4. The casualties to servants in the employ of railways or of contractors from accidents to trains, etc., were 15 killed and 48 injured, against 17 and 72, respectively, the average of the three preceding years. From causes other than accidents to trains, etc., the casualties were 178 killed and 487 injured, against 170 killed and 546 injured.

5. With an increase of 6'11 per cent, in the mean mileage worked and of 6:37 per cent, in the train-mileage run, it is observed that the total number of casualties from all causes over the whole of the Indian railway system, compared with the average of the three previous years, increased under killed from 629 to 636 or by 1'11 per cent., and decreased under injured from 995 to 932 or by 633 per cent.

ORDER .- Ordered that this resolution, with the abstract returns and appen-

The Governments of Madras, Bombay, Bengal, North-Western Provinces and Oudh, and the Punjab.

The Chief Commissioners of the Central Provinces, Burma, Assam, and Coorg. The Resident at Hyderabad.

The Resident in Mysore.

The Agents to the Governor General for Rajputana, Central India, and aluchistan.

The Director General of Railways.

The Consulting Engineers to the Government of India for Railways, Calcutta, acknow, and Assam.

dices thereto, be communicated, for information, to the Local Governments and Administrations, and to the officers noted in the margin.

Ordered, also, that copies be forwarded for the information of Her Majesty's Government.

Ordered, further, that this resolution, with the abstract returns, be published in the Supplement to the Gasette of India.

F. B. HEBBERT.

Under Secretary.

Documents accompanying.

Abstract returns of accidents for the twelve months ending the 31st December 1894.

Enclosure to P. W. D. No. 378 R. Stat., dated the 6th September 1895.

ABSTRACT No. 1.

GENERAL TOTAL.

MBER of PERSONS reported, during the twelve months ending 31st December 1894, as KILLED OR INJURED ON ALL RAILWAYS open for TRAFFIC in India, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS caused by ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	STANDA	RD GAUGE	METE	E GAUGE	SPECIA	L GAUGE	A SECTION OF	
		NRS.		NES,		NES.	TOTAL A	LL GAUGES.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
GERS:								
om accidents to trains, rolling-stock, permanent way, etc.	1	49		36			1	85
accidents from other causes, including accidents from their own want of caution or mis-		11						
conduct	49	129	9	49		1	58	179
rs :—								
	传统			PAT MICH				
om accidents to trains, rolling-stock, permanent- way, etc	100	32	-5	16			15	48
accidents from other causes, including accidents from their own want of caution or mis-		399	36	86	1	2	178	487
Persons :								
nilst passing over railways at level-crossings .	20	5	6	4			26	9
spassers	211	66	56	41 -	1		- 268	107-
nides	75	6	8				83	6
scellaneous, not included in either of the above.	7	10		1			7	n
							*	
Total .	514	696	120	283	2	3	686	932

ABSTRAC

NUMBER of FEESONS reported, during the TWELVE MONTHS ending 31st December 1894, as KILLED OF INJURED in Isn PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practical

		-Bee	11	PROI	_	_		200	R TR	No.	100	71240	NTS	TO T	NAT	en, 10	10.			1	ete.—Bee	-		1	-	1		-	M DA	UHEN	OTI
Serial *Number.	RAILWAY.	From accidents to trains, etc		1From falling between carriages	dattorms.	2 Palling on to the pinttorm,	out of trains	3Whilst crossing the line at		a ne the closing of carriage	doors.	- Delling out of carriages during	5. the travelling of trains.		6Other accidents.		Torak		TOTAL PASSENGERS.	2011	From accidents to trains, etc.		1 During shunting operations.		2Palling off engines, vans	wagobs, etc.	SComing in contact with over- bridges, etc., during the tra-	f trains.	4.—Coming in contact, while summing, with vehicles, etc., stand	Samoton at Mar	gines, etc.
		Killed.	Injured.	Killed.	Injured.	Killed,	Infafed.	Killed.		Elliad.	fainted.	Killed.	Intured	Killad	Infured	Killed.		Thjured.	Punga.	Injured.	Killed.	mam(ur	Killed.	Injured.	Killef.	Injured.	Killed.	Injured.	Killed,	Taylaren.	Allied.
	Standard gauge.						100		The same of																						
	State lines worked by companies.				100	W.		1	X		1		1					00	0.0		9	5		9	,	4	1			2	4
1	East Indian (a) .			1 8	3		31		26			10		14	94			38		42	2	2	***			733				3	1
11	Bengal-Nágpur .			1		12			-		72			1	20			2		1		4		1	32						
111	Indian Midland (b)		-		1	1			"		1													2		188	1	90		7	
	State lines worke by the State.	19 12			1									100		7	10		-												
x	North Western (state) (0) 1	1	0		2	3	2	1	1		1	to	25	1	2	15				3	7	2	1	3		2	III.	2 3	**	3
хп	Oudh and Rohilkhan (state).	d			1							1	2	8		-	1	9	1	9		3		1				1		STEEL ST	1
xin	Eastern Bengal (state	e)		22		-		4	3300		1			8			1	12	1	34	4	1	1	16			2		1	1	1
xvi	East Const (state)														1	1	1	1	1	1	***	2			1		2				
a de la composición della comp	Lines worked by guaranteed con panies.	y							1	Security.															-			100000000000000000000000000000000000000			
xxu	Great Indian Peninsu	la -		13				3		1		92	1	12	1	5	2	23	2	36	-	6	100	2	7	5 3			*	100	1
xxIII		nd .					•••	2						4	1			6		6	1	2		1	1	1	2				-
. xxiv	Madras (g)				1	1			*				1	4			2	5	2	5					4.		1			***	
	Line owned by native state an worked by company.	d			STATISTICS OF	New York Control of the Party		The state of		1000			SALES SALE								1		1018			The same					
xxx	The Nizam's Guarante State (h).	ed						-				-	1	*			1		1		-	-	1]	2		4			0	
	TOTAL		1	49	0	8	(3 27	Street, or	3 1	200		10000	77	4	10.70 (2.70	23.55(2)	129	12221	The state of the s	3113	100	ALC:	931	923		33	53/1/17	2	(E)	3 1
	Average for the 3 p	re-	36	69	9	14	7	15		4 4	1	3	24	88	5	12	50	136	86	20	5 10	59	1	1 2	29	11	98	2	5		6
	vious years.				200	000		A STATE OF	1000	1			-	200								The same			100						Charles .
	Metre gauge.	10	60		-				00		1			1.14				1											1	1	
	State lines work by companies	ed				3	100				1			100		N. Carlo	200	1											THE STATE OF		61
xxxvi		7/83				Service and an artist of the least of the le	1	1	0	1				100		7									2000					3	
	Tirhoot section			5										100	3				3		8	3	5		3	1					
XXXII		8000		7	3		100	2 1			3		1	1 1	6 1	1	100	5 20	0	5 2	7 .		3	2	4						
XL	37.3	3961		6		. 1							1 :	1	3		1	1 1	5	1 1		2	8	1	4					3/2	
XLI	V South Indian (k).			-	1									-	6				6		6		"	1	1				**		
					-	1	100			-		1	1	4				0 0	4	6 -	9	5	16	4	12	4	9				777 100
	Carried over		100	18		1	120	2	ᆀ	141	4	44	2	2 2	8		100	6 3	1	6 5	-			-	10	100		1	300		

the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between anture and causes of the ACCIDENTS occasioning the DEATH or INJURY.

e nature as			9.4				980		700	E CA	1351						TO THE			отн	ERS.							
DESTRICT TO THA	ATMH, MTO) 5	Peb.	nehi-	**	1 4 4	1	ignie	ron-	Bing							ä			T			1					
6.—Whilst sorking at crasss caption. 9.—Whilst sorking on the perr	t walkin to way bo	IIWhilst walking, crossing, standing on the line.	12Whiist passing between vehicles.	13Whilst attending to the machi- nery of engines, cleaning them, etc.	14Whilst attending to gates a level-crossings.	15Falling or being caught be tween vehicles and platforms	16Palling off ladders, confidite	platforms, etc.	17By falling of lamps, wagen doors, timber, weights, etc.	18,-Whilst coupling or uncouplin	wagons.	19Miscellaneous.	Towns		TOTAL SERVASTS.		Whilst passing over railways	ARYEL-GROBBLURE.	Trespassers.		Suietdes,	Miscellaneous.		TOTAL OTHERS.		AOXALA MARIANO	Serial Number	
Killed. Injuried. Killed. Killed.	Killed.	Killed. Injured.	Killed. Injured.	Killed. Injured.	Killed. Injured.	Killed.	Killed.	Injured.	Injured.	Killed.	Injured.	Injured.	Killed,	Injured.	Killed.	Injured.	Killed,	Injured.	Injured.	Killed.	Injured.	Killed,	Killed.	Injured.	Killedy	Injured.		*
Carol	TO SOLE	8 13 1 2 2	1			09 b.	199	1	. 1	1	54 160	2 4	0.000	9	6	11	S		56 10 15 1	2 8	1	-0.12	2	4 3	Miller	16	II.	
111	18 (3) (4)		237		15 8	1		1	1		1 .	1 14	15	6	7	9	5	3	41 1	8 15	3	2	5	1 11	73	95	X. XII. XIII. XVI.	
	3 1	2 3	2 1			:		2 2	. 4		2		6	35	7	37	1	100	6	6 6		1		8	2 17	45	XII. XXIII	
7 2 2 7	9 6 8	3 87 42 40 86	7 7	1 9	4 8	3 3	8 1	8	2 3	11	32	11 6	8 141	399	151	431	20	5	211	M. C.	0.75	THE OW	100	13 8	51	4 696	100000000000000000000000000000000000000	
	1 2	1 1	3 3 5 1 2 2	1 5	2 01	1	1	1.	1	ı	1 2	1 .	1 8	25	8	12 25 32 8	1	1	17 11 10 8	12	3			15	13 5	28 6	S XXX S XLI.	1X,
	1 2	1 6	7 6 :	2 5	2	2	2 1	2	1	3 1	3	1	2 2	7 61	32	77	5	3	41	27	8		1	54	31 1	02 16	9	

the Loswada extens on railway.

the falanpur-De-saand the dischwar's Mehsana railways,
the funtakal-Mysore troutier, the Southern Mahratta (Mysore section), the Kolhapur, the Tesvantpur-Mysore frontier, and the Mysore-Nanjangod sallways,
the Mayavaram-Mutopet railway.

Number of Persons reported, during the Twelve Months ending S1st December 1894, as killed or injured in India passengers, railway servants, and other persons, and classifying, as far as practically

		1	8	E)	IOM	CAU	NHR.	OTH	-	-	-	ERS	in.	1.70	****	NF.	NWC.	100	-	-				-		G is	-		-		61
• .		5 h 12	trains, etc.—See	- Constants	1000	platform,	mins, Sound	the line at		of carriage		carringes daring	é la	TO	THA	NF.	NTC.			1	trains, etc.—See and 4.		perations.	1	rugines, vans,	t with over-	ding the tra-	while shunt- w	lines.	trains, eo-	cueding, or him
Serial Numbers	RAILWAY.		From accidents to Abstracts Nos.		1,-rem inimig see	00	into or out of tr	3Whilst erossing	stations	4By the closing	doors.	5 Falling out of ca	18	6Other necidents.		Torus			TOTAL PARKENGERS.	10	From accidents to Abstracts Nos. 3:		I During shanting operation	1	wagons, etc.	8,-Coming in contact	bridges, etc., dur	4Coming in contact	ing with vehicles, ing in adjoining	5 Getting on or off	f Whilet londing, und
		Killed,	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Kinled.	Injured.	Killed.	lojured.	Killed.	Injured.	Killed.	Injured.	Ailled,	Injured.	Killed.	Thed.
	Brought forward .		18	1	1	2)		1		2	2	28	1	1	6	84	6	52	6	16	4	1:	2 4						1	5
XLVIII	Metre gauge—concid. State line worked by the State. Burma (state)		18				Manager Total			a Supplied		3	13			3	13	8	31					1		Total Section 1					
	Assisted companies.		Spelle										0.00										STATE OF THE STATE					Section 1	8	2	
Li	Deoghur		***											.4																	
LII	Rohilkund and Kumaon (company's section) (a) Bengal Dooars							***											***	1				0.03	1						
LIV	Dibru-Saliya	1						***						艎					***		•••	•••		1						*	
WALT.	Lines owned and worked by native states.																	-		:		STATE OF STATE		•	10 5		3		1 1000	-)
LXI	Jodhpore Section .)									1						-													-		
TZII	Bickmeer " .) Bhávnagar-Gondal-	1								*			1								**			1	1	1				1	2 1 .
	Junagarli-Porbandar (b)	-	36	1	1	2	1	-	1.		-	4					-								-						
	Average for the 3 previous years Special ganges.		18				4 .	3				28				9 4		3 4	58			4					1				8 1 1
LXVIII	State line worked by the State. Jorhát (2' 0")												N. Branch St. St.		1		***												200		
LXIX	Assisted company. Darjeeling-Himalayan (2'0").					N. Sept. N.						1			1000		10000	* *						*							
4	Line owned by native state and worked by																						1						The second second		
	The Gaekwar's Dabhoi		1		10.48				SOUTH THE	100000000000000000000000000000000000000	AREADS S					* W. C.														100 A 100 A	
THE PERSON NAMED IN	worked by native state. Morvi (2' 6")	1		-	1	1		1		1000					,,										1 .	1000	2	SE STATE	Willes Co.		
	Average for the 3 previous years				*				*	E NE		1				7		1					1	-	1	100		100000	1		
		15				1		No.	100	-				1		-	100	2		-	186	-			1	-			-	1:	- "
A	Verage for the 3 pre- vious years 39					19	4		883	200E	21.		938	623	183	377		1000	15	in.	0.00	100	UP 85	15.5	9 (2)	LUE .	2 6	100			7 89

(b) including the Rahilkuni and Kumaon (Lucknow-Barcilly section).

(b) ... the Jetalan-Rajket railway.

concluded.

OFEAVELLING of TRAINS OF the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between ture and causes of the accidents occasioning the DEATH or INJURY—concluded.

	PRAI	NS, 1	upc,										N S				ANIII	1		250							0.	гив	us.							
"Seperator, or organic or	9Whilst working on the perms-	10Whilst waiking along the line		11Whilst walking, crossing, or standing on the line.		12 Whilst passing between re-	13 -Whilst attending to the mack;	pery'of engines, eleaning them. etc.	TA UNITED SEE	14. Whist attending to gutes at level-crossings.	15Falling or being caught be-	twoen relicies and platforms.	16Falling off ladders, scaffolds, platforms, etc.		17.—By falling of lamps, wagon doors, timber, weights sto		18Whilst coupling or uncoupling wagons.		19Miscellaneous.		Total.		TOTAL SERVASTS.		level-crossings.	Treduscuera		Xuieide	Continues	Mi scellaneous.			Total orners.		TOTAL ALL CAMER.	Serial Number.
Tajared.	Injured.	Killed.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured	Killed.	Injured,	Injured.	Killind	Infured	Killed.	Injured.	Killed,	Injared	Kiiled.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killeds	Injured.	
	1	9	1	6	7 6	2		2	-	2		2	1	2	1	3]	-	8	1 :	2 2	6	3 3	77	ı	3 8	41	27	8	1.1		1	54	39	92	160	
	2	•		1	. 1			1		1				,							5 1	1 '	11		1	3	t		******				6	15	45	XLVIII.
1			1											10									2		P.	1 7	3					1 7	4	7	11588	LIL 3
																	1					1 1					2					1	2)		LIL.
						•								9	1 10 1					3	3	8	3			8	3			100	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3	1	6	ā	LXL
			.9												1		3		1		•		6	*	*		2	•					2		8	
2 1		2 1						4				1	Take	1			7			36		26	102	6			41	8			1	70		120		
	*			. 9	-			4	•	1 .	1		3		4	2	9	4	14	32	98	39	110	-	-	78	88	10	4	3	1	92	40	144	208	
			+									THE PARTY OF		5111						1000																LXVIII.
										. 1										1	1	1	1			1						,		2	22	LXIX.
					*																1							100			Service Services				•	LXX.
1										1		1 .	1 1	at the	<u> </u>					 1	1 2	<u>-</u> 1	1 2	-	111	<u>-</u>			•		1	···;	: :	: %	3	LXXIII.
(B) (1)	503	13	44			0.00	100		1100	C CONT	1000	COLUMN TO		66/E)	1000	100			10000	178	487	111111111	535	26	100000	THE RESIDENCE OF	107	83	100	0.000	100		100000	L CONTROL OF	DOM: N	Designation of the last of the
1	8	5	4.6	45	8	7 3	2	4 3	7 3	3	8	1	13	2	27	n	39	-			548	-	318	18	18	248	80	64	3	18	10	343	112	829	995	

ABSTRACT No. 3.

Accidents to trains, rolling-stock, permanent-way, etc., reported, during the fwelve months ending 31st December 1894, as having occurred on the several railways open for trappic in India, distinguishing the different classes of accident.

-		TOTAL STREET	122-12-120-22-20	THE SHEET	TO A S	Section 1		200		200	9750	THE REAL PROPERTY.	1100	-Vice					
1	1	- F	.bozulal	1 1	13		-	-		11		11	1		111	11	11:	111	1
		Total	Killed,	1 .	61	- :		ŧ	1	1.1	-	ч :		1	111	11	711	11:	-
	(6)	ber of ante.	.boaulnī	1	00		-	-	1	11		11			111	11	11.1	111	-
		Number of servants.	Ellled,		-	٦:		:	1	1:	:	7 :			111	: !	11	1:1	1
	W (87.A	Number of passengers and others.	lojured.	1	10	1 :	:	1	:			1/1	1	1		: 0	11	111	
	Western (etare).	Nun passe and of	Killed.		-	11	:				1(0)	11	* 1	i	111	11	11	111	11
	NourH W.		Total.	1	0	40	10	72	18	202	12	*:	26	95	1 1	149	110	89 9 11	133
	No	omper.	Other accidents,	-1		6	00	89	18	202	Ħ	60]	96	76	111	: 10	110	200	33
		Nan	Accidents reported to Local Georgiannents under section 83 of the Indian Rallways Act, No. IX of 1890,		01	7 1	63	4	1	1:	7	٦:	1	1	11:	11	1.1	128	
		Total all classes.	, boanful	. :		11			:	11	*	11			1)	11	11	111	• 11
			Killed,		1	11	I	:		11	1	11	1		11	111	1	111	11
		fumber of	.beaulaI	-1	1	11	. :	i	:	1:	4	1.3	1		111	11	1.1	111	1:
	ND. "(e)		Killed,	L		11	:	:		11	i	11	:		111	11	11	111	11
	NIDE.	Number of passengers and others.	.beruţul	- 1	•	11	:		:	1:	:	11	9	1	11	1 1	11	111	1:
	INDIAN MIDIAND.	Pare and	Killed.	1	. 1	11				ii	(2)	11	1	19	w: :	::	11	111	11
	Im		JatoT	1	. 1	11	:	6	٦	:3	9	т ::	00	1		;-	11	; es ;	5.4
E.		Number.	Act, No. IX of 1890.	·		11		6	7	: 25	10	٦ :	62	1-	::	:-	11)	; es :	:"
ABD GAUGI		ž	Accidents reported to Local Governments under section 83 of the Indian Bullways the Indian Bullways Act, No. IX of 1800.	1		11				1.1	1	11		(d	: : :	11	1 5	111	11
STANDAR	1	Total all classes.	.borula1		1	11		i	1	14	H	11		1	i i	: 1	11	111	11
ST		No.	Killed.		. 1	11	1	21		11	-	11		1	11	::	11	111	11
	*	camber of servants.	Injured.		:	11	1		i	i٦	1	1.1	1		11	11	11	111	11
	PUL.	14	Killed.		1	11	i	1		11		11		1	11	: :	11	1::	i,:
	BENGAL-NAGPUE.	Number of of agencement of others.	.borutuI		1	: 1	1	+:		ł į	÷	1.4	1		11	::	11	111	11
	ENGY	Nur page and o	Killed.			1.		i		1.1	(6)1	::		:	11	::	11	11:	11
			Total.	1	. 1	6 .	93	00	1	. 00	7	11	01	= :	11	:0	÷:	; *a ;	ia
		Number.	Other accidents.	1	77.13	o1 :	:	2	1	:3	1	11	01	11	: :	: 6	12		:0
		N.	Accidents reported to Local Governments under section 33 of the Indian Ballyays Act, No. IX of 1890,	1.	:	*::	01	1	1.	i	9 .	11	1		11	1.1	11	, ,	11
		4 1 1	-beinini		00	4 ;	1	1		7 1	1	11	1		13	: :	11	111	11
			Killed,		1	1.1				11	01	11	1		::	11	11	111	11
		Number of servable.	.bornelal		1	4 :		1		11		. 1 1		1	11	::	11	111	11
	(4)		Killed.	- 1	- 1	11		1	1	11	01	11		11	1.	: :	1 1	111	*1 1
	EAST INDIAN. (4)	Number of passengers and others.	injured,		60	11			(III)	1	*	1 1			11	11	11	111	. 11
	East 1	No passes passes passes passes	Killed.	1	1	1.1	j		•	1 1		11	•		11	! !	11	111	11
			Total.		10	14	NO.	54	80	183	22	- :	1	64	;-	13	11	140	911
		Number.	Other accidents,		00	12.4	03	54	œ	183	23	T :	4	19 ::	11	13	11	:0	25
	No.	N.	Accidents reported to Local dovernments under section 83 of the Indian Relivars Act, No. IX of 1890.		61	os i	00	:			1	11		1.1		: :	11	111	11
				trains trains s, en-	luoj gu	nes .	· III)	sils .	oints .	the line	ons on	gines.	of en	springs,	***		s, vin-	ents .	injury .
				0 0	0			1000	wrong direction through points . Trains running into stations or	100	a.	Ievel-crossings . The bursting of boilers of	gines of machinery	etc., of engines.	Ditto of	W 23	ducts, culverts, etc. Broken rails The flooding of portions of p	Slips in	bre at stations, or involving to bridges or viaduets
			The state of the state of	- 8	8	410	8		8	. 60		12.	8	14	16.	18	92	2000	24
						GEORGE ST	- 19	11/235											Name and Address of the Owner, where the Person of the Per

	1 = -	Injured.	1	16	-	-	1	-	1 1		11	1	11111	11.	111	11	19
	Total all classes.	Killed,	1	1	11		1		11	1	11	1	11111	11	111	11	
-	78	Injured,		03			1	-	11	1	1.1	1	1 : 1 1 17	741	111	11	9
SERA. (8)	Number	Killed.			11	1	1	1	11	1	11	1	111111	11	1 1 1	4	1
		.beauful	34-	13	11		:	1	11	1	11	1	11111	11	141	11	13
AN PA	Numbét of passengers and others.	Killed,	1		11		1	1	11		11	•	11111	11	111	11	1
Genat latera Pares	2.4	Total.	-	10	77	10	14	13	2 16	11	9 :	6	8	60 00	16	01 00	868
Garast		Other needdents.	-		11	4	14	27	91 18	11	· :	o,	8-1-0-12	03 63	16	01 03	852 3
	Numb	Accidents reported to Local Governments under section 83 of the Indian Hallways Act, No. IX of 1890,		01	11	1		* 1	11	i	11	41	11111		111	11	6 8
-	14	.beintal	1	н	11	1	:	:	1.1	-	11	1	11111	1 11	111	11	01
	Total	Killed.	1	1	11	1	1	1	11	1	1.1	1	11111	1 11	111	11	
1	Contract of the	.beznini	1	1	11	;	1	*	11	-	11		THE	11	111	11	01
(sc).	Number of servants.	Killed,	1		11	;	:	:	11	1	11	1	11111	1.1	111	11	1
Halv Coast (statu)	Serve Serve	.bamini.	Mi	1:	11	1	1	1	11	1	11	1	11111	1.1	111	11	1 :
COAR	Number of passengers and others.	rilled.	1	1	11	1	1	1	11	1	11	1	11111	1.1	111	1 8	To the
Kabs	AM	Total.		-	11	-	10	60	:23	-	11	1	1.111-9	99	111	138	8
		Other secidents,	1		11	-	10	60	:03	1	11	1	1111-0	11	411	13:	67
	Numi	Accidents reported '10 Local Governments under section 83 of the Indian Ballways Act, No. IX of 1890.	*i	-	11	1		1	11	1	41	1	11111	111	111	11	01
	E	.beminl		φ	1.1		1	- 1	o :	4	11	1	11111	11	111	11	98
	Total	Killed.	1		11	1	1	1	٠;	10	11	4	*11111	1 11	111	11	0
(0)	er of inte.	[betula]	1	1	11	1	1	1	11	-	11	1	11111	1 11	111	*11	1-
	Number of servants.	Killed.		1	11	1	:	1	4 :	1	1.1	1	11111	1 11	.11	11	170
r (say		,beaulal		9	11	1	:	- 1	6 :	8(9)	11	1	11111	. 11	111	11	(0)38
DERGAL (PRATE).	Number of passengers and others.	Kijled.	1		11	1	1	1	11	9(9)	1.1	1	111111	1 11	111	11	(6) 55
		-fetoT	-	-	10 89	6	4	9	153	11	9 :	-	8-14:4	10	10 :-	13	082
EASTERS	i	Other accidents.	1	1	10 01	03	60	10	153	13	9	-	8-1414	100	4 14	:00	192
	Nam	A celebrate reported to Local the continuation of the continuation	16	1	11	9	1	1	01	•	11	1	11111		- 11	11	19
	34	.bowlal	Mai.	09	1.1	1	i	1	1.1	1	٠;	1	11111	1 11	7913	*::	00
19	Total all classes.	Killed,	- 1	1	11	1		1	11	. 1	11	1	11111	1 11	111	71	1
10		.baintal	1	es.	: 1	i	ı	1	11	1	٠:	E	11111	1 11	111	11	00
OUDH AND ROBLESHAND (STATE).	Number of servants.	Killed.		-1	11	.1	1	1	11	× 1	11	1	411111	1 11	111	. 1 1	1 30
CHAND	per services	.beruful		1	11	1	1	1	11	1	11		11111	. ";	111	11	1
OBILE	Number of passengers and others.	Eilled	1	8.1	11	1	;	1	11	i	11	1	11111	1 11	111	+1	11
and A	-	Total.	1	*	0.01	0.9	н	10	121 20	н	eo :	09	-1114	9: 9	9	03	190
nga	er.	Other accidents.	21	60	00	1	-	*	121	-	01]	64	-1111	1 18	٠::	H 29	186
0	Number.	Accidents reported to Local Governments and the Indian Railways Act, No. 1X of 1880.	1	-	11	1		78	11	1	٦,	1	Tirri	1 11	111	11	+

2. Collisions between passanger trains or parts of passanger trains and goods or mineral trains, egines and wehicles standing for of the lime.

2. Collisions between goods trains fance and wehicles standing for of the lime.

3. Collisions between ight engines for the stands of goods trains or parts of passanger trains or parts of passanger trains or parts of passanger trains leaving the rails of goods trains or parts of goods trains trains leaving the rails of trains running over cattle on the lime.

11. Trains running into stations whings at too high a speed by trains running over cattle on the lime.

12. The bursting of boilers of engines law failure of takes, etc., of engines of the failure of three sparsatus.

13. The failure of machinery, spring etc., of engines of tyres.

14. The failure of three sparsatus.

15. Ditto of trake apparatus.

16. Ditto of trake apparatus.

17. Ditto of trake apparatus.

18. The failure of trake apparatus.

19. Ditto of trake apparatus.

10. Broken rails.

21. The flooding of portions of permanetes way.

22. Slips in cuttings or embankments.

23. The stations, or involving injuuto be bridges or viaducts.

suarrio in Ivnia, distinguishing the different cha

(a) including the Bengal Cantral and the Cooch lights railways and the metre and special

	of ACCIDENTS and the number of Passes comes are commented in the several maliways open for	Managaran Comment	THE CONTRACTOR
	the several nA	class of acmila	Common of morning
	ng occurred or	THEED in each	
1001	LOUF, as have	KILLED OF IN	
of Donners	ov December	TAY SERVANTS	
HS anding 21	To Suding of	WILL BAILW	The state of the s
TWELVE MONT	AVD OFFICE	AND ULBERS,	
during the	PARRENGEDO	CHIEF THE CHIEF	
etc., reported	he number o		***
MANENT-WAY,	ordents and t		
G-STOCK, PER	CLASSES OF AC		
LAINS, ROLLIN	the different		
CIDENTS to TH	stinouishing	0	
T No. 3 Ac	n INDIA di		
ABSTRAC	TAR A DUTE	THE PERSON NAMED IN	

	Вожв	Y. BA	HODA	BOMBAY, BARODA AND CRNTRAL INDIA, (8)	TNTRAT.	INDE	. (o)	-		0	TAND	STANDARD GAUGE - con	AUG	E - 60H	eld.	1	-											METRE GAUGE	E GAU	IGE.		1	1
		1			-	W N		1			-	ADEA	0		-			TRE	NIZIN	s Guy	NIZAN'S GUARANTEED STATE,	ED STA	TR. (A)			(Trus	Trancor A	BENGAL AND NORTH-WESTERN HOOF AND COMPANY'S SECTIONS!	None	E'a SEC	TIONS		P.
	Namber	e e	a di	Number of passengers and others.		Number of servants.	Total all classes,		Num	aber.		Number of passengers and others.	rers s	Number of servants.		Total all classes.		Number.		Number of passengers and others.	gers hers.	Number of servants.		Total all classes.		Number		Nu pam pam	Number of pameners and others,	Number of servants,	ser of aste.	Total	1 9.
	reported to to the same of the	-sjuo		•	ACT				reported to overnments riton 83 of n Railways n Railways n Railways n Railways	SOUTH THE PARTY OF							1 sinomorave	A Commence		100	7 7,4				orted to ermments 83 of the ,135 again	SHALL BA							
	1-17-180-5	Other accide	Total, Killed,	Injured.	Killed,	.bornla1	Killed.	.bointal	Accidents Local Go under sec the Indian	Other accide	.latoT	Killed.	.bowlal	Killed.	.bojured.	.bama.	A stableon	Other acciden	Total.	Killed.	.borulal	Killed,	.beareda.	Killed.	Injured. Accidents rep- Local Gov- under section Indian Railw Xo, IX of 185	No. 12 of 186	Lotal.	.bolii3	-peanfu	.boffi2	*poznfu	.bolii2	.botula
Collisions between passenger trains or parts of passenger trains Collisions between passenger trains and goods or mineral trains, en-	ı		1	1	1	1 1/4	71		•	i*							•	5/1		1		1	I		,	01			1		1	1	1 :
gines and vehicles standing foul of the line 8. Collisions between goods trains or	,,	739		1		1	- 1	31		-	п						1	1	- 1	1	1		34			3	60	ŧ.	NO.	00	1.0	10	10
4. Collisions between light engines . 5. Passenger trains or parts of pas-	1-1	- :	- · ·	11	- :	11	- :	11	11	1.1	11	11	11		11	11	11	11	11	11	11	11	11		11	- :	- :	4 4	11	11	11	1 1	1:
Section 2	NI .	00		1	:			1	•	04	01	:	1	:		1	01	1	01	:	:	:		A.	*	9	9						
	1	4	*	1	:	1		1		m	-					:	*	16	20	1	1	1	1	1	1	1 31	27	:					100
8. Trans running into stations or		1	•	i	1	1	1		ī	4	4	1				-	1	1		:	1		1		1		1	1			-	1	
B. Trains running over cattle on the line 10. Ditto over obstructions on		. 63	30	11	11	:-	11	17	11	: 88	: 88	11	11	my t	1 1	11	11	81	: 18	11	11	11	11		11	:5	9	and 8					1.1
the line . Ditto	1	-			1	:			!	-	-			:	Sept 4	1		-	1	i	:	1	1		1	24	01	. 1	1	1			
resting of litto of i	11	11	11	1 1	11	111	11	11	11	4 1	7:	11	11	*1 :	11	11	11	01 H	03 H	11	11	11	*11	11	11	11	1 1	11	: 1		10	11	
nes e failure o	1	6	6		!	1	1	1	1	i	i		:			-		00	00		1	1			1	60	00	1	. :				
14. The failure of tyres	11	31 3		11	: 1	11	11	11	1.1	11	11	14	1 1		1 1	1:	11	9 :	9 :	11	11	1 1				7	-	1 1				113	11
5 7 7	111	- :		COLUMN TO	11	::	11	11	ij	11	11	11	11	1 1	11	11	11	11	11	11	11	11	11		11			1.1		1)		11	
		01 01			1	1					: 1		: :			:	11	-	-	:.:	: :	1 1	1 1		11	;00	:00	1 1	11	1 1	1	1 1	11
20. Broken rails	11			11	11	0.1	11	. 1	11	:-	:	11	4 1	31		11	11	11	11	11	11	11	, 1	1 1	11	11	1 1	1 1	1.1		11	Ti	1 :
manent-way Slips in cuttings or embankm Fire in trains	111	24 24 6 6 1 1	797	111	111	w :	111	111	711		01 H F0		111		111	11:	e 1 ;	71.11	00 1 1	111	111	111			111	1 1-	1 14	111	111				
	11	2 2 10 10	2 (8)1		11	;-	۳ ;	j=	11	11	11	11	11	11	11	11	11	: 01	: 04	11	11	11	11	11		19	140		. 11	611	THE REAL PROPERTY.	-	
YOTAL ALL CLASSES.	2 2 2	184 186	1(6) 8	1	K	01	28	04	Call Land	106	20	1	1		1		0 10	118 1	22		1			Same.	121	THE PLEASE	100		10	2 1 .0		1.10	

A	Particular Par				1. Collisions between passenger trains or parts of passenger trains. 2. Standing foul of the line 3. Collisions between goods trains or parts of goods trains. 4. Ditto light engines 6. Passenger trains or parts of passenger trains leaving the rails 6. Goods trains or parts of goods trains, engines, etc., leaving the rails	7. Trains or engines travelling in the wrong direction through points 8. Trains running into stations or sidings at too high a speed 9. Ditto over cuttle on the line 10. Ditto over obstructions on the line 11. Ditto through gates at level-crossings 12. The bursting of boilers of engines 12(a). Ditto	13. The failure of machinery, springs, etc., of engines 14. Ditto of tyres 16. Ditto of wheels 17. Ditto of brake apparatus 18. Ditto of brake apparatus 18. Ditto of couplings 19. Ditto of tannels, bridges, viaducts, culverts, etc.	20. Broken rails 21. The flooding of portions of permanent way 22. Slips in cuttings or embankments 23. Fire in trains 24. Fire at stations, or involving injury to bridges or vinducts 25. Other accidents	Torak Alk Crasses
March Marc	Namber N				engines and vehicles				L CLAMERS .
Representation 1992	Harry Manher Ma		Number	7068I Jo XI '0N	H 99				*
9 8 8 'panny 1 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	0	Baserra			H 89.04.8	-			1 89
S miner community of the community of th		St. Mat.	Sumber of ssengers d others.	The second secon		A-man the time in the grant of the contract of			
		s. (c)	Number						
of baltogar strabiasa	THE PROPERTY OF THE PROPERTY O		Number.	Indian Hallways Act.	1 111 1	11111		or :	11 584
Accidents reported to horselection to horselec	to co linding failurage Act, No. 1360, No. 136	SOUTH	To the state of th	Total.	H H01 : 42 F	11.873	88 :01 :08 :	: @ H 10 21 H	57.5
1 1 1 1 1 1 1 1 1 1	1 2 2 2 2 2 2 2 2 2	RE GAU	Numbe of passenge and othe	Killed,	1 11111	1111111	1111111		1 2
1 1 1 1 1 1 1 1 1 1	20	E-co		Elliod.	1 11111	1118-111	111111	17 11 11	1 6
1 1 1 1 1 1 1 1 1 1	1 2 2 2 2 2 2 2 2 2	43.		.botutaI	1.1111	1111111	1110111	101111	0
1 1 1 1 1 1 1 1 1 1	10 10 10 10 10 10 10 10		Fotal all classes,	Killed	1, 11111	#111111.	1111111		1 23
Number N	1 2 2 2 2 2 2 2 2 2			Accidents reported to Local Governments	1 11111	11111111	1111111	111411	
1 1 2 2 2 2 2 2 2 2	1	n cing	mber.	Other aceidents.	1 4 1140	4 1 1 4 4 1 1	a [a] is	+- 12×-	1 68
1 1 1 1 1 1 1 1 1 1	1 25 1 25 1 25 25 25 2	South South	N Man	Total.	1 4 1 140		G ; [60] 10]	++: <u>►∞+</u>	
1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1	Ivelden	ober of	'pozufnı	1 11111	1111111	1111111	111119	
1 2 2 2 2 2 2 2 2 2	1	100	Number	Killed.	1 11111	1111111	1111111	011111	
1 2 2 2 2 2 2 2 2 2	1	finned	of Total	Injured.	1 11111	1211111	1111111	111111	
	1 20 10 20 20 20 20 20	611			1111		111111	111111	A CONTRACTOR OF THE PARTY OF TH

(b) Not a passeleger.
(c) these, car me not a passenger.
(c) Of these, car me not a passenger.

B

		1000	SUPPLEMENT	то	THE GAZ	ETTE OF INDIA	A, SEPTEMBER	21, 1895.	
1	1 9,	68.	.bornjal	1	11111	111111	1111111	111111	
	(c) Total al	Cians	Killed.		11111	4 1 1 1 1 1 1 1	1111111	111111	
	Ste.)	TO TO	.boruţal	mi g	11111	111111	1111111	111111	
	Number Number of	Berry	Killed,	1	11011	111111	111111	111111	
	Kuraos (C	there.	.berned.		11111	11:1111	11,11111	111111	
	Ken.	and o	Killed	1	11111	111111	11111111	111111	
			.fatoT	-	1110,4	1 100 04 00 152	400 100 14.1	111212	
	Routh var Number.	. //	Other accidents.	п	11107	1 188 24 26 181	40 10 14 1	111212	
	Rom		Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. 1X of 1800.	1	11111	11, 1111	111111	111111	
	1	1	.bemini	100	11111	1111114	111111	111111	
	Total all	cinis	Killed.	1	11111	FILLER	1111111	111111	
1	10		-bountal	1	11114	111111	1111111	111111	
Contra	Number of		Killed,		11111	4441444	111111	141111	
TOUR.			-boaulal	1	11111	: 414111	1111111	11111	
METRE SAUGE	Number of	and others.	Killed.	1	11111	1111111	111111	111111	
MET			Total	1	11111	1111111	111111	111111	
	10		Other accidents.	. 1	11111	111111	#111111	111111	
	Number.		Accidents reported to Local Governments under section 63 of the Indian Railways Act, No. IX of 1880.	103	11111	1111111	स्थानि	111111	
	1 5,		.bozuţal	18	11111	1117111	111111	111111	1
	Total all		Killed.	15	1.1.111	1317413	1111111	111111	100
	To st		.bernlal	1	11111	191111	1111111	11111	
	Number of		Ellied.		11111	1111114	111111		1
		there,	-boxulai	18	11111	1-11-15-11-1	MILLIE	111111	16
2019	1 10	no pur	Killed.		11111	1115111	111111	SHILL	19
	Busk		Total.	-	: es - 4 52	10 :8 + : i +	8111121	16 15 15	
	per.		Other aecidents.	1	3 to -4 53	* :8 * : : = =	8:1:12:	10 12 14	1
	Namber.		Accidents reported to Local Governments under section 83 of the indian failways Act, No. IX of 1890.	1	11111	111"111	1111111	111111	
									The same
				vahiolos			• • • • • •		

100									
				or parts of passenger trains.	sills	oints			
				train	the the	d dan be			
				enger	rains rains ng the eaving	through spe	3	viaducta	
				page	ds tr.	g in the wrong direction us or sidings at too high s on the line uctions on the line gates at level-crossings engines	at dies	5	
				rts of	of go	t too t too line	ealy.	way bridges	
				or pa	arts o	wrong ugs n ne the t leve	etc.,	to b	
				ains	es or pesseng	the ridiche line ons o	ings,	men	
				ger te	train train of pa ods to	ons on ons of ons ons of ons o	s, spri	of per nikmi	
18				ussenge	the line goods trains o light engines parts of passe s of goods train	s traveling in the wrong directions or sidings at too over cattle on the line over chetructions on the line through gates at level-crobollers of engines tubes, etc., of engines	machinery, springs, etc., of engines tyres wheels brake apparatus couplings tunnels, bridges, viaducts, culverts, etc.	ione emba	1
100				Collisions between passenger trains or parts of passenger trains.	standing foul of the line Collisions between goods trains or parts of goods trains . Ditto light engines Passenger trains or parts of passenger trains leaving the rails . Goods trains or parts of goods trains, engines, etc., leaving the rails	Trains or engines travelling in the wrong direction through points Trains running into stations or sidings at too high a speed Ditto over cattle on the line Ditto over obstructions on the line Ditto through gates at level-crossings The bursting of boilers of engines j. Ditto of tubes, etc., of engines	of machinery, springs, etc., of engines of wheeis of wheeis of nules of one apparatus of couplings of couplings of tunnels, bridges, viaducts, culverts,	Broken rails The flooding of portions of permanent-way Slips in cultings or embankments Fire in trains Fire at stations, or involving injury to brid Other accidents	
W.				betwee	betwo train train	engin buming o ing o	200000	Broken rails The flooding of Silps in cutting Fire in trains Fire at stations, Other accidents	
				ions	anding faions bet Ditto onger tra	us or et ns runi Ditto Ditto Ditto Ditto	e failure Ditto Ditto Ditto Ditto	in trans	
				Collin		Trait Trait Trait (e).	F	Brol The Silpe Fire	
1	1000			ri o		7. 78. 110. 110. 110. 110. 110. 110. 110. 11	18.17.18.18.	22.22.22.25.25.25.25.25.25.25.25.25.25.2	
	200								

**
900
27
100
83
1.14
600
OR.
800
100
un.
Mile.
35
800
SHA
700
100
w
SR.
3
87
me
807
ш.
ge.
000
ě
095
Įω,
9
15
100
15
100
15
1
Č
9
100
CE
100
liag.
Đ,
1
2
er
700
-
E
2
O
海
100
13
3
æ
脢
63
0
4
*
Č:
331
-
P
pp
p pa
rted d
orted d
ported d
reported d
reported during the TWELTE MONTHS ending 31st December 1891 as having
b., reported d
10.1
10.1
10.1
vY, efc.,
10.1
vY, efc.,

The first of continued to the line of the	Total Covernments to the control of	Total Covernments to the control of	The control of the co
Injured. Injure	Milled. Mill	Milled. Injured.	Multipod. Number of Control of C
Total	Milled. Mill	Milled. Injured.	Mulber of the control
Multiple (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	Milled. Mil	Milled. Mil	Multiple of the property of th
No. 1 Control of the	Joseph J	Joseph J	Manual Continuants for the first continuant of the fir
	Lound Hulled Correspond to the Corresponding to the	Lound Hulled Correspond to the Corresponding to the	Mumber M
			Desired to the continual to the continua
A Couldents reported to a could be such a couldent a co			
Aparaga in the state of the sta	Apartical i i i i i i i i i i i i i i i i i i i	Apartial	And Active section and others are contained and and and and and and and and and an
	7 Not loging its login	7 Not. Josephals 1 Not.	

Note Or December Or	ETUN					TESS CONTRACTOR OF THE PARTY OF		
Difference parently think or part of present the control of the co	11	11.00	.besulai	111111	FILLIE	1111111	111111	
The control of particle being the particle being th		STATE OF THE PARTY.	Killed.	111111	1111111	1111111	111111	1:
The control of particle being the particle being th		ber of	.berulat	W 10 10 11 11 20	1111111	THITT	111111	
Simple between penning them to grave of penning their control of pennin	2	Nam	Killed,	111111	111111	1111111		
Mission between passage their of great of passage their of the control of the con	2	of others others	Desigal	11111	111111	1111111	111111	
District of the control of the contr	Mokes	Na Pana	Killed;	111111	1111111	201111111		
District before presented the control of the limit of the control of the				20111111	1151115	11117111	A SALES OF THE SAL	1 %
Discontinue de partie de p		ımper		11111	112111	1117111	121111	1 00
Manual parameter parameter thin or para of parameter thin or parameter thin or parameter the parameter thin or parameter the parameter thin or parameter of parameter of parameter thin or parameter thin or parameter of parameter thin or parameter thin or parameter of parameter of parameter thin or parameter of parameter thin or param		Ñ	Acoldenia reported to Logal Governments under section 85 of the Indian Hallways	111111	111111	111111	111111	
Collisions between passenger trains or parts of passenger trains or passenger trains or parts of passenger trains or p		3 aff	-berntal	11111		1117111	111111	1:
Difficient between patrenget trains or pass of personnel trains, or pass of goods trains, or pass	100	273 311 31	Killed.	111111	111111	1111111	1111111	
Weather the street parameter twins of parameter trains and posts of manager trains of the line of the line of the street parameter trains of parameters of the p	10	ber of auts.	.boinful	. 11111	111111	1111111	# 111111	1 :
Distant between passenger trains of passenger trains. Distant between passenger trains of passenger trains and verifies standing feel of the lines. Distance of the control of passenger trains of passenger	MOE.	Num	Killed.	111111	2111111	111111	141111	
Distant between passenger trains of passenger trains. Distant between passenger trains of passenger trains and verifies standing feel of the lines. Distance of the control of passenger trains of passenger	s Day	of mber mgen sthere	.besutal	111111	1111111	111111	111111	1
Distant between passenger trains of passenger trains. Distant between passenger trains of passenger trains and verifies standing feel of the lines. Distance of the control of passenger trains of passenger	NAME	Pass and	Killed,	111111	1111111	1111111	,111111	151
Distance between passenger trains or para of passenger trains Distance delivers passenger trains or para of passenger trains Distance delivers the state of goods trains and goods or sureral trains, engines and vessibles standing fond of the line Distance or agricultural passenger trains and goods or sureral trains, engines of goods trains and goods or sureral trains, engines, etc., justing the sulfar sureraing the stricture or galates on the line Distance or parts of goods trains, or parts of goods trains, engines, etc., justing the milk The international passenger trains or parts of goods trains, engines, etc., justing the milk Distance of whole passenger trains or parts of engines The benefits of benefits and trains an	E GAR		Total	111111	11171111	**	[° 1] ; □	10
Odision between passenger trains or parts of passenger trains a parts of passenger trains are parts of passenger trains are parts of passenger trains or passen	4	mber.		111))1	114111	**	19 11 17	1 3
Collisions between passenger trains or pure of possenger trains Different trains or parts of possenger trains trains, regimes and verkibs standing froil of the line Different in the very product trains or parts of possenger trains over a calculation or trains are trained to the line The parts of possenger trains or parts of possenger trains are trained to the line Different trained tr		Na	SINGINITIONOL INDOM	11111		111111	311111	1
Collisions between passenger trains or parts of passenger trains. Disto distons between passenger trains or parts of passenger trains and goods unineral trains, engites and vehicles standing foul of the line of the goods trains or parts of goods trains or parts of goods trains, engines, etc., last ing the rails cross the passenger trains or parts of passenger trains, engines, etc., last ing the rails goods trains, engines, etc., last ing the rails good states of parts of goods trains, engines, etc., last ing the rails gover eakstensor cat he line. Theirs sometime to stations on the line of the through points trains gover eakstensor cat he line. Ditto through gates as the deversaignes. The bursting of bolters of engines. Mitto of types Ditto of whole of engines. Mitto of types Ditto of whole of persistent of the passenger trains of the passenger trains the passenger trains and the passenger trains the passenger t					******			
Collisions between passenger trains or parts of passenger trains. Disto distons between passenger trains or parts of passenger trains and goods unineral trains, engites and vehicles standing foul of the line of the goods trains or parts of goods trains or parts of goods trains, engines, etc., last ing the rails cross the passenger trains or parts of passenger trains, engines, etc., last ing the rails goods trains, engines, etc., last ing the rails good states of parts of goods trains, engines, etc., last ing the rails gover eakstensor cat he line. Theirs sometime to stations on the line of the through points trains gover eakstensor cat he line. Ditto through gates as the deversaignes. The bursting of bolters of engines. Mitto of types Ditto of whole of engines. Mitto of types Ditto of whole of persistent of the passenger trains of the passenger trains the passenger trains and the passenger trains the passenger t		1.36						2
Collisions between passenger trains or parts of passenger trains. Disto distons between passenger trains or parts of passenger trains and goods unineral trains, engites and vehicles standing foul of the line of the goods trains or parts of goods trains or parts of goods trains, engines, etc., last ing the rails cross the passenger trains or parts of passenger trains, engines, etc., last ing the rails goods trains, engines, etc., last ing the rails good states of parts of goods trains, engines, etc., last ing the rails gover eakstensor cat he line. Theirs sometime to stations on the line of the through points trains gover eakstensor cat he line. Ditto through gates as the deversaignes. The bursting of bolters of engines. Mitto of types Ditto of whole of engines. Mitto of types Ditto of whole of persistent of the passenger trains of the passenger trains the passenger trains and the passenger trains the passenger t								ctA88
Collisions between passenger trains or parts of passenger trains. Disto distons between passenger trains or parts of passenger trains and goods unineral trains, engites and vehicles standing foul of the line of the goods trains or parts of goods trains or parts of goods trains, engines, etc., last ing the rails cross the passenger trains or parts of passenger trains, engines, etc., last ing the rails goods trains, engines, etc., last ing the rails good states of parts of goods trains, engines, etc., last ing the rails gover eakstensor cat he line. Theirs sometime to stations on the line of the through points trains gover eakstensor cat he line. Ditto through gates as the deversaignes. The bursting of bolters of engines. Mitto of types Ditto of whole of engines. Mitto of types Ditto of whole of persistent of the passenger trains of the passenger trains the passenger trains and the passenger trains the passenger t								H
Collisions between passenger trains or parts of passenger trains. Disto distons between passenger trains or parts of passenger trains and goods unineral trains, engites and vehicles standing foul of the line of the goods trains or parts of goods trains or parts of goods trains, engines, etc., last ing the rails cross the passenger trains or parts of passenger trains, engines, etc., last ing the rails goods trains, engines, etc., last ing the rails good states of parts of goods trains, engines, etc., last ing the rails gover eakstensor cat he line. Theirs sometime to stations on the line of the through points trains gover eakstensor cat he line. Ditto through gates as the deversaignes. The bursting of bolters of engines. Mitto of types Ditto of whole of engines. Mitto of types Ditto of whole of persistent of the passenger trains of the passenger trains the passenger trains and the passenger trains the passenger t								OTAL
Collisions between passenger trains or parts of passenger frains Ditto				.9				
Obligions between passenget trains or pure of presenter trains, ongines and veitibles standing foul of Ditto Into goods trains or pure of passenger trains, or parts of passenger trains, engines, engines, engines, etc., leaving the rails of trains or engines are always at too high a speed. Trains or engines travelling in the wrong direction through points. Their maning once cathe on the line Ditto ove cathe on the line Ditto through gates at a level-crossings. The bursting of burses of segmes or the burse of carriers of the passenger of trains and trains of trains. The failure of machiners, springs, atc., of orgines Ditto of trains apparatus Ditto of trains apparatus Ditto of trains apparatus Ditto of trains and particus of permanent-way The flowing or perions of permanent-way Fire in trains Other accidents Other accidents		Diff.						
Colisions between passenger trains or purts of passenger trains. Ditto grots trains or purts of grots trains, engines and litto mind grods trains, engines and litto mind grods trains or purts of grods trains or purts of grods trains, engines, etc., leaving the rails Grods trains, or parts of grods trains, engines, etc., leaving the rails Grods trains, or parts of grods trains, engines, etc., leaving the rails Grods trains, or parts of grods trains, engines, etc., leaving the rails of the state of the lines of the line over obstance or the line of the core obstances on the line of the through gates as level-crossings. The bursting of boliers of engines in the line of type of the engines of the lines of the engines of the fallure of the apparatus. Ditto of type of the engines of engines of the lines of the engines of t								
Colisions between passenger trains or purts of passenger trains. Ditto grots trains or purts of grots trains, engines and litto mind grods trains, engines and litto mind grods trains or purts of grods trains or purts of grods trains, engines, etc., leaving the rails Grods trains, or parts of grods trains, engines, etc., leaving the rails Grods trains, or parts of grods trains, engines, etc., leaving the rails Grods trains, or parts of grods trains, engines, etc., leaving the rails of the state of the lines of the line over obstance or the line of the core obstances on the line of the through gates as level-crossings. The bursting of boliers of engines in the line of type of the engines of the lines of the engines of the fallure of the apparatus. Ditto of type of the engines of engines of the lines of the engines of t				four				
Colisions between passenger trains or purts of passenger trains. Ditto grots trains or purts of grots trains, engines and litto mind grods trains, engines and litto mind grods trains or purts of grods trains or purts of grods trains, engines, etc., leaving the rails Grods trains, or parts of grods trains, engines, etc., leaving the rails Grods trains, or parts of grods trains, engines, etc., leaving the rails Grods trains, or parts of grods trains, engines, etc., leaving the rails of the state of the lines of the line over obstance or the line of the core obstances on the line of the through gates as level-crossings. The bursting of boliers of engines in the line of type of the engines of the lines of the engines of the fallure of the apparatus. Ditto of type of the engines of engines of the lines of the engines of t				· · · ·				
Colisions between passenger trains or purts of passenger trains. Ditto grots trains or purts of grots trains, engines and litto mind grods trains, engines and litto mind grods trains or purts of grods trains or purts of grods trains, engines, etc., leaving the rails Grods trains, or parts of grods trains, engines, etc., leaving the rails Grods trains, or parts of grods trains, engines, etc., leaving the rails Grods trains, or parts of grods trains, engines, etc., leaving the rails of the state of the lines of the line over obstance or the line of the core obstances on the line of the through gates as level-crossings. The bursting of boliers of engines in the line of type of the engines of the lines of the engines of the fallure of the apparatus. Ditto of type of the engines of engines of the lines of the engines of t								
Colisions between passenger trains or purts of passenger trains. Ditto grots trains or purts of grots trains, engines and litto mind grods trains, engines and litto mind grods trains or purts of grods trains or purts of grods trains, engines, etc., leaving the rails Grods trains, or parts of grods trains, engines, etc., leaving the rails Grods trains, or parts of grods trains, engines, etc., leaving the rails Grods trains, or parts of grods trains, engines, etc., leaving the rails of the state of the lines of the line over obstance or the line of the core obstances on the line of the through gates as level-crossings. The bursting of boliers of engines in the line of type of the engines of the lines of the engines of the fallure of the apparatus. Ditto of type of the engines of engines of the lines of the engines of t				· · · ·				
Collisions between passenger trains Ditto Ditto Ditto Ditto Goods trains or parts of passenger trains or parts of goods tra Geods trains, or parts of passenger trains or parts of goods tra Geods trains, or parts of sould trains running over cattle on the Ditto over cattle on the Ditto over cattle on the Ditto of trace of machinery, springs, Ditto of wheels Ditto of trace of couplings Ditto of trace of couplings Ditto of trace of trainers, Ditto of trace of trace of trainers Effe at stations, or involving injur- Otthor accidents)) =			•••••	* *	
Collisions between passenger trains Ditto Ditto Ditto Ditto Goods trains or parts of passenger trains or parts of goods tra Geods trains, or parts of passenger trains or parts of goods tra Geods trains, or parts of sould trains running over cattle on the Ditto over cattle on the Ditto over cattle on the Ditto of trace of machinery, springs, Ditto of wheels Ditto of trace of couplings Ditto of trace of couplings Ditto of trace of trainers, Ditto of trace of trace of trainers Effe at stations, or involving injur- Otthor accidents				ils ills	10-1-1			Telba
Collisions between passenger trains Ditto Ditto Ditto Ditto Goods trains or parts of passenger trains or parts of goods tra Geods trains, or parts of passenger trains or parts of goods tra Geods trains, or parts of sould trains running over cattle on the Ditto over cattle on the Ditto over cattle on the Ditto of trace of machinery, springs, Ditto of wheels Ditto of trace of couplings Ditto of trace of couplings Ditto of trace of trainers, Ditto of trace of trace of trainers Effe at stations, or involving injur- Otthor accidents				is is et	og o			
Collisions between passenger trains Ditto Ditto Ditto Ditto Goods trains or parts of passenger trains or parts of goods tra Geods trains, or parts of passenger trains or parts of goods tra Geods trains, or parts of sould trains running over cattle on the Ditto over cattle on the Ditto over cattle on the Ditto of trace of machinery, springs, Ditto of wheels Ditto of trace of couplings Ditto of trace of couplings Ditto of trace of trainers, Ditto of trace of trace of trainers Effe at stations, or involving injur- Otthor accidents		100		trair 1 trair 8 raille ving	d d d			
Collisions between passenger trains Ditto Ditto Ditto Ditto Goods trains or parts of passenger trains or parts of goods tra Geods trains, or parts of passenger trains or parts of goods tra Geods trains, or parts of sould trains running over cattle on the Ditto over cattle on the Ditto over cattle on the Ditto of trace of machinery, springs, Ditto of wheels Ditto of trace of couplings Ditto of trace of couplings Ditto of trace of trainers, Ditto of trace of trace of trainers Effe at stations, or involving injur- Otthor accidents				enger rains rains th g th	s sp	9	viadu	
Collisions between passenger trains Ditto Ditto Ditto Ditto Goods trains or parts of passenger trains or parts of goods tra Geods trains, or parts of passenger trains or parts of goods tra Geods trains, or parts of sould trains running over cattle on the Ditto over cattle on the Ditto over cattle on the Ditto of trace of machinery, springs, Ditto of wheels Ditto of trace of couplings Ditto of trace of couplings Ditto of trace of trainers, Ditto of trace of trace of trainers Effe at stations, or involving injur- Otthor accidents				pass or n leavin	high high	rerts	5 8	
Collisions between passenger trains Ditto Ditto Ditto Ditto Goods trains or parts of passenger trains or parts of goods tra Geods trains, or parts of passenger trains or parts of goods tra Geods trains, or parts of sould trains running over cattle on the Ditto over cattle on the Ditto over cattle on the Ditto of trace of machinery, springs, Ditto of wheels Ditto of trace of couplings Ditto of trace of couplings Ditto of trace of trainers, Ditto of trace of trace of trainers Effe at stations, or involving injur- Otthor accidents				goods of goo	at too at too line rossin	of eng	"ay	
1. Collisions between passenger trains 2. Ditto 3. Ditto 4. Ditto 6. Goods trains or parts of passen 6. Goods trains, or parts of goods tra 7. Trains or engines travelling in the 8. Trains running over cattle on the 10. Ditto over cattle on the 11. The bursting of boilers of engines 12(a). Ditto through gates at al. 12. The failure of machinery, springs, 14. Ditto of tyres 16. Ditto of wheels 16. Ditto of wheels 17. Ditto of wheels 18. The failure of machinery, springs, 19. Ditto of wheels 19. Ditto of tyres 19. Ditto of tyres 19. Ditto of tyres 19. Ditto of tyres 19. Ditto of tunnels, bridges, vi 22. Sign in outlings or embankments 23. Fire in trains 24. Fire at stations, or involving injure 25. Other accidents 26. Other accidents				or parts parts parts ins, ti	wron ings line or the svel-o	etc.,	g to .	
1. Collisions between passenger to Ditto goods train 5. Ditto goods train 6. Cods trains, or parts of goods trains or parts of goods trains running into stations 10. Ditto of twee obstructi 13. The failure of machinery, spr. 14. Ditto of twee of wheels 16. Ditto of twee obstructi Ditto of twee obstructi Ditto of twee of wheels 17. Ditto of wheels 18. Ditto of twee of couplings Ditto of tunnels, bridge 23. Fire at stations, or involving 23. Fire at stations, or involving 24. Fire at stations, or involving 25. Other accidents				rains 18 or 165 1888th 18 tra	or side or sid	ings,	centra ce	
1. Collisions between passer 2. Ditto goods 3. Ditto goods 4. Ditto goods 4. Ditto goods 6. Goods trains, or parts of 7. Trains or engines travel 8. Trains running into state 10. Ditto over eds 10. Ditto over eds 11. The bursing of boilers 12(a). Ditto of wheels 16. Ditto of wheels 16. Ditto of wheels 17. Ditto of wheels 18. The fallers of machiner 19. Ditto of wales 19. Ditto of wales 19. Ditto of wales 19. Ditto of trains 22. Silps in cuttings of coupling 19. Ditto of trains 23. Fire in trains 24. Fire at stations, or invol 25. Other accidents 26. Other accidents				iger trail trail engir of p	ling it flons truck gates of eng i, etc.	y, spr	of panking leing	
1. Collisions between I. 2. Ditto 3. Ditto 5. Passenger trains or 6. Geods trains, or ps. 1. Trains running into pitto 12. The bursting of byte Ditto of type Ditto of typ				di di groods light parts rts of	ravell o stat r catr r obsi ough ilers o tubes	filtery els ce app plings	tions emb	
1 Collisions betw 2. Ditto 3. Ditto 5. Passenger trail 6. Goods trains, 17. Trains or engit 8. Trains remains 19. Ditto 11. The barsting 12(a). Ditto of 14. Ditto of 15. Ditto of 16. Ditto of 17. The flooding of 19. Ditto of 1				neen p	g into	mach tyre whe axle brak coup tunn	S or	
1. Collisions 2, Dit 5. Collisions 2, Dit 5. Cools tr. Dit 6. Geods tr. Dit 7. Trains or 10. Ditto Dit				to the first trains, dins,	engi minin minin o o cing ting	P	sils ling o nuttin rains ation fident	
1.0, 0, 4.0, 7.0, 0, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,			Birth Line	Ditt.	mis re mis re Ditt Ditt Dute burs Dute	Committee of the contract of t	sken r Hood s in t e in t	
18,840, 7,800 HIST 8,46 CH 8,88 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8		-		Colli	4.6.	ě		
				40,004,00	12,110,00	11.00	02 88 88 88	

Accidents to trains, rolling-stock, permanent-way, etc., on the several railways different classes of accidents and the number of passengers, and others, and of Rain

		ya.		TANDARI	GAU	E LIN	ES.				981					ans, an		
	The same			TWELVE 2	MONTHE	BNDIN	1000		er D	СЯМ	DER	1894			No.	Twee	YN MON	METRE
		number ite duri 892, and	ng	N	umber.		of sen	mber pas- igers ind hore.	of	nber	1000	otal	Average s eiden 1891, 18	te duri	ng	OT STREET	imber.	
	Accidents reported to Local Governments under section 83 of the Indian Railways	Act, No. 1X of 1880.	Total,	Accidents reported to Local Governments under section 33 of the Indian Ballways Art No. 17 of 1890	it is	Total.	Killed.		Killed.	Injured.	Killęd.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Rallways Act. No. 1X of 1800.	Other accidents	Total,	Accidents reported to Local Governments ander section 83 of the Indian Saliways Act No 18 of 1800	Other seeddents.	Total,
1. Collisions between passenger trains or parts of passenger trains	8	2	5	1	1	2	1						1	2	3	4	3	1
2. Collisions between passenger trains and goods or mineral trains, engines, and yehicles standing foul of the line	16	15	31	10	17	27	1	32	1	9	2	41	3	12	15	*5	4	9
3. Collisions between goods trains or parts of goods trains	8	59	67	3	80	83			2	6	2	6	3	20	23		24	24
4. Collisions between light engines. 5. Passenger trains or parts of passenger trains leaving	1	22	23		14	14		-		1		1		6	6		6	6
the rails 6. Goods trains or parts of goods trains, engines, etc.,	20	32	52	17	24	41				1		1	5	30	35	4	28	32
7. Trains or engines travelling in the wrong direction	16	196	212	10	182	192	"			2		2	3	108	111	2	112	114
8. Trains running into stations or sidings at too high a	3 1	46	49	3	7	10		10	4	1	4	10	1	22	23	1	16	17
9. Trains running over cattle on the line 10. Trains running over obstruc-		10110	898	4	1,064	1,068	33	(a)		2		2	5	975	980	1	989	990
tions on the line	6	96	102	14	74	88	7	8	2	7	9	10	1	48	49	1	47	48
gates at level-crossings . 12. The bursting of boilers of	- 1	31	32	2	- 25	27			1	1	1	1		23	2		12	12
engines 12(a). The bursting of tubes,	•••				1	1				•••					***		- "	in
etc., of engines	To Take	73	73	1	137	138	***	***	•••	***				69	69	200	97	97
springs, etc., of engines	1	7	8 8		332	333	***			•••			•••	140	140		180	180
15. Ditto of wheels	1	13	3 14	1	10	11 11	**				: :		w ₂	25 25	27	3	86	89
18. Ditto of couplings . 19. Ditto of tunnels, bridges, viaducts, culverts,		82	82	2	60	8 62		7		1	::	8	" 1	121	3 22	:	8 122	122
20. Broken rails	. 3	49	7 49	2	6 57	8 57						*	***	14	14		17	17
21. The fleeding of portions of permanent way 22. Slips in cuttings or embank-	24	26	50	21	68-	89	•						- 7	40	47	2	52	54
ments	8 3	34 106	109	3	37 44	40	tal						1	5 41	6 42	::	8 49	49
24. Fire at stations, or involving injury to bridges or viaduets 25. Other accidents	+ 1 8	43 165	44 173		24- 129	24 129	(a) 1 			ï	1	ï	1	7 44	7 45	1	6 36	6 37
TOTAL FOR 1894 .				100	2,456	2,556	9	(c) 52	10	32	19	84				26	1,869	1,895
Average of the three pre- vious years		***	-	126	2,313	2,439	39	72	10	59	49	131				34	1,766	. 0
Mean mileage worked Number of servants employed Train-mileage of all descriptions Number of passengers carried Passenger-mileage Per mile open Train-mileage of all descrip-				97	11,3 130,6 5,726,3 7,943,9 3,240,4	16 10 89									1	7,0 52,8 19,007,0 46,665,4 ,780,050,5	41 43 31	
tions Number of passengers carried Passenger-mileage Total passengers Killed per million of passen-					4,0 8,6 360,2	41 33										2,6 6,6 252,4	18	
Injured per million of passen-					0.0											0.7	71	
Killed per million of passen- ger-miles Injured per million of passen- ger-miles				- 102 - 102 - 103		10	100											
THE RESERVE OF THE PERSON OF T	Of these,	oight w	ere not	passengers,	0.0		of the	000. 1	hree	WAFE	pot	Dpune	ngers,	(4)	Of the	o, four wore		NEWSTA

RAFFIO in India, reported during the Twelve Months ending 31st December 1894, distinguishing the ANTS KILLED OF INJURED in each class of accident.

ANIS			SPI	SCIAL GAL	/GE	LINE	8.			S In			1			B) SI	TOTAL AL	L GAUG	TES.						1	-
G. 1894		namhe	of	TWELVE 3	CONT	ns kn	Nun	200	T Da	OUM	пец	1894				-	TWELVE MON	THE AN	10000	2000	ler	DECK	MDS	n 189	4.	
Total all classes.	Average accidents dur aud	ing 186	1, 1892,	101.51				sen- and	Nun	f and	A CO	otal ll mes.	Average accidents d	arin d 18	mber g 1891 93.	of , 1892,		nber.		pass gers oth	en- and	Numi of serva	1000	Tot.	La l	
Kined. Injured.	Actidents reported to Local Governments under section 83 of the Indian Ballways Act, No. IX of 1890.	Other seeidents,	Total,	Actions reported to Local Governments under section 83 of the Indian Ballways Act., No. IX of 1890.	Other seeidents,	Total.	Ailled.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Ballsays Act. No. IX of 1880.		Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Ralismys Act, No. IX of 1890.	Other aceidents.	Total.	Killed.	Injured.	Killed.	lajured.	Killed.	Injured.	Number of headings.
18															4	8	5	4	9		18	三十二十二	DEPOSITE DE		18	1
3 12													19	,	27	46	15	21	86	1	28	4	15	5	53	2
1												-	11		79 28	90		104	107			22	7	2	7	3
	1	5	6		3	3		•					26	3	67	93	21	55	76			111	1		2	5
	1	16	17		36	36		•					20	3	320	340	12	330	342	***	-	1	2		2	6
1		•											4		68	72	5	71	76			1	1	1	3	7
	•••	7	 7		10	10							7		9-	10 1,885	5 5	22 2,06	2,068	199	10	4		4	10	8
1 4		1	1		:							•	7	4	45	152	15 2	121	136	(a) B	(a) 7	2	Weight .	10	麎	10
										85.1					•••	•••		37	1		100					11
		7	7		7	7			•••					4	53 12	142 458 13	1	519 13	236 520				***			12 (a) 13
ii ii		3 5	3 5	-	3	2 3				2000	::	::	* 8		7	7 46	4	6 49	18 6 58		6	***	5	111	ii	14 15 16
	::	3	3	=	: :	1.1		:				•••	77-3	2	06	207	2	182	184		7		1		8	17 18
	-		::					1		**		1	3	3	4 63	7 63	2	6 74			ALC: UNKNOWN			1		19 20
1 3		3	3		21	21				***			8		69	100	23	141	164			1	3	2	3	21
5		ï	ï											1	39	48 152 51	3 1	93	94	(a)	5	*	37	1000	5	22 23
2		ï	1		2	2	-				1	-			50	219	1	167			A IIII CO		5		3	24 25
6 56					85	85										•	126	100	4,536	10	95			25		
11 04			1 1118	2	52	54	-	***	***	1		1	7	1	***		* 162	18,6	4,293	133	92	17	72	60	164	
				38	1,51 5,57 8,12	5 5 6											14	184,9 5,118,9 5,462,5 5,910,2	72 28 46							
				14	1,58 3,51 8,08	1												3,4 7,8 315,9	196 108 15-4					1000000		
								1										0.0								
						V									No.	1027		: 0.0	014							
	1000	1	e) Of th	ese, ninc we	re no	t post	ongo	ru.				4			Wille	(J) ()	these, seven	were not	paenet	gers					250	nick i

ABSTRACT No. 5. PROPORTION of PASSENGERS KILLED and INJURED on the SEVERAL BAILWAYS open for TRAFFILE INDIA from causes beyond their own control in passenger-journeys for the years 1884 to 1894.

				Number of passengers killed and injured from causes beyond their own control, from accidents to trains.		Number of Passenger-	PROPORTION RETURNED AS KILLED AND DAY (FROM CAUSES BRYOND TRIFIC OWN COSTED TO NUMBER CARRIED.		
	YEAR.			Killed.	Injured,	journeys (inclusive of journeys by season ticket holders).	Killed.	Injured	
1884 .				11	50	73,815,119	1 in 6,710,465	1 in 1,476,	
1885 .				4	33	80,864,779	1 in 20,216,194	1 in 2,450,	
1886 .			•	3	43	88,486,318	1 in 29,478,773	1 in 2,056,	
1887 .	1		•	4	62	95,411,779	1 in 23,852,945	1 in 1,538	
838 .				2	26	103,156,018	1 in 51,578,006	1 in 3,967,	
889 .				27	155	110,402,383	l in 4,088,977	1 in 712	
890 .		•		1	24	113,828,810	1 in 118,828,810	1 in 4,748,	
891				56	185	122,611,845	1 in 2,189,488	1 in 908,	
892 .	•			8	42	127,230,914	1 in 15,903,864	1 in 8,029,5	
898 .	•			51	84	135,262,950	l in 2,652,215	1 in 1,610,2	
894 .				1	85	145,462,546	1 in 145,462,546	1 in 1,711,8	

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

MEASURES ADOPTED FOR THE DESTRUCTION OF WILD ANIMALS AND VENOMOUS SNAKES DURING THE YEAR 1894.

No. 15-Punile

Extract from the Proceedings of the Government of India in the Home Department (Public), dated Simla, the 16th September, 1895.

Read-

Home Department Resolution No. 14-Public 1548-59, dated the 20th September 1894, reviewing the reports on the results of the measures adopted for exterminating wild animals and poisonous snakes in British India during the year 1893.

Read also the following letters from Local Governments and Administrations, submitting returns for the year 1894:

From the Government of Madras, No. 276-A., dated the 16th May 1895, and enclosures.

From the Government of Madras, No. 991-A. R., dated the 18th June 1895.

From the Government of Bombay, No. 2954, dated the 17th July 1895, and enclosures.

From the Government of Bengal, No. 3654-J., dated the 4th July 1895, and enclosure.

From the Government of the North-Western Provinces and Oudh, No. 540, dated the 1st June 1895, and enclosures.

From the Government of the Punjab, No. 399, dated the 3rd May 1895, and enclosures.

From the Chief Commissioner of the Central Provinces, No. 4182, dated the 29th May 1895, and enclosures.

From the Chief Commissioner of Burma, No. 41-1 W.-1, dated the 2nd April 1895, and enclosures.

From the Chief Commissioner of Assam, No. 306-Miscellaneous, dated the 9th April 1895, and enclosure.

From the Chief Commissioner of Coorg, No. 92/455-83, dated the 18th January 1895, and enclosures.

From the Resident at Hyderabad, No. 88, dated the 5th April 1895, and enclosures.

From the Chief Commissioner of Ajmere-Merwara, No. 271 dated the 8th July 1895, and enclosure.

From the Resident in Mysore, No. 247/2386, dated the 23rd January 1895, and enclosure.

RESOLUTION.

The statement appended to this Resolution contains the figures returned from the various Provinces regarding the number of human beings and of cattle killed by wild animals or by the bite of poisonous snakes, the number of wild animals of various descriptions, and of snakes, destroyed in each Province, the amount of rewards paid for their destruction, and the number of licenses issued in Form XI under the Indian Arms Act, 1878, free of charge, allowing the possession of arms for purposes of destruction of wild animals or protection of crops. The figures for the year under report (1894) are compared in the statement with those for 1893.

2. The following figures show the loss of human life caused by wild animals that has been reported in these two years:

			in a od se		NUMBER OF PERSONS KILLED DURIN		
	Province.				1893.	1894.	
September 1						Y - A. J.	
Madras				***	274	279	
Bombay	***		***		274 38	40	
Bengal		***	***		1,600	1,693	
North-Western Pre	ovinces	***	232	279			
Punjab		***	***	***	37	40	
Central Provinces		***	***		256	221	
Burma		**	***	***	178	156	
Assam	***		***	***	155	145	
Coorg	been a	***	***	***	2	1	
Ayderabad Assigne	ed Distr	icts	***	***	27	37	
Ajmere and Merwa	Manager Park	***	***	5	2		
		e describin	L soft		2,804	2,893	

The figures for each Province show little variation from the preceding year. Of the deaths in Bengal, 939 (as against 860 in 1893) are stated to have been due to "other" (unclassified) animals, mostly jackals, wild boars, and alligators, the latter being very destructive in all districts of the Dacca Division. The deaths due to tigers in Burma had in 1893 risen to 124 from 28 in 1892: the reported figures, however, were believed to be incorrect. Apparently those for the earlier year were defective, as the number of deaths caused by tigers was 108 in the year under report. The Provinces in which the loss of life caused by wild beasts was highest in proportion to population were: Assam, Bengal, Burma and the Central Provinces: the mortality in these Provinces was one in 37,771, 42,142, 48,754 and 48,798 of the population respectively. In Burma the rate of mortality, which had risen in 1893 to one in 42,728, was one in 48,754. Among the whole population of India, one person was killed by wild beasts out of every 76,436, as compared with one in every 78,862 in 1893 and one in every 74,677 in 1892.

3. The number of deaths due to snake-bite in each Province was as follows:

	- 11/18	treat Evely 1		NUMBER OF PERSONS KILLED BY SNAKE DURING		
	Pro	VINCE.			1893.	1894.
Madras		***	Kanada.		1,498	1,612
Bombay	***	***			1,192	1,233
Bengal			***	0.00	10,797	9,856
North-Western Pr	ovinces a	4,847	5,689			
Punjab	***	***	SOLUTION.	(Acres)	917	1,037
Central Provinces	***	***	***	***	1,024	1,087
Burma	***	***	•••	***	499	567
Assam	***	11.1444	***	***	206	160
Coorg	***	***	***	***		***
Hyderabad Assign	ed Distric	cts	10000	***	192	231 66
Ajmere and Merwa	ra		***	***	41	66
					21,213	* 21,538

Bengal and Assam shew a decrease in the number of deaths, and the other Provinces an increase, the largest increase being that of 842 in the North-Western Provinces and Oudh. The differences between the two years are in most cases fluctuations for which no cause can be assigned with certainty, as slightly more efficient reporting would produce such differences in the figures. In 1892 the deaths caused by snake-bite in the Lower Provinces of Bengal were 9,120, and last year the Government of India observed with regret that the number had risen to 10,797. Though the deaths in Bengal exceed those in other Provinces, there was apparently nothing permanent in the rise, as the number has receded to 9,856 in 1894. The decrease of mortality is ascribed both in Bengal and Assam to the low flood-levels of the year, the snakes not having been dislodged from their usual haunts as happens when the water is high. In Assam the mortality is the lowest recorded in the last ten years. The loss of life from snake-bite was highest in proportion to the population in Bengal, Ajmere and Merwara, the North-Western Provinces and Oudh and the Central Provinces, the figures being one person per 7,239, 8,218, 8,245 and 9,921 in these Provinces respectively. If all the Provinces be taken together, one person was killed in this manner among every 10,267 of the population in 1894, as compared with one in every 10,424 in 1893.

4. The total number of cattle returned as killed by wild animals and snakes was 97,371, against 94,666 in 1893.* It is acknowledged that little reliance can be placed on the accuracy of the total figures, since, especially in the case of deaths of cattle from snake-bite, the reporting is necessarily very defective, the owner having no motive to report and the occurrence often not coming to the knowledge of an official. There was an increase in the total number of cattle killed by wild animals (89,544 to 92,495), and a decrease in the number killed by snakes (5,122 to 4,876). The principal increases in the former figures were, from 8,343 to 10,228 in the Central Provinces, and from 17,446 to 19,594 in Assam. The reported deaths of cattle from snake-bite also in the Central Provinces increased from 95 to 235. 34,194 cattle were killed by tigers, and 33,696 by leopards, the greatest number of the former cases (12,620) being in Assam and of the latter (11,426) in Bengal. It is probable that tigers, leopards, or panthers are not much discriminated in the original returns.

The increase in Assam is ascribed by the Chief Commissioner to more accurate reporting. In the Central Provinces the same explanation has been offered for a continuous increase, but the Chief Commissioner views the statistics in general with distrust, and has desired the special attention of the officer who in each district has been placed in charge of the operations for the destruction of wild animals and snakes, to the reported increasing destruction of cattle. The increase in the last few years has been very large in the Lower Provinces of Bengal, where the average in 1884-86 was 11,792 cattle killed by wild animals, while the number for 1892 was 27,966 and for 1894, 35,519. The Local Government, however, ascribe the rise to better reporting.

5. The number of wild beasts destroyed was 13,447, the total amount of rewards paid being Rs. 1,04,927. The corresponding figures in the previous

^{*}The figure shown for 1893 in the Resolution No. 14-Pahilo of 20th September 1894 was 90,253. The Bengal Government have since supplied revised figures for 1893, vis., 36,348 in place of 31,935.

year were 15,309 and Rs. 1,04,840. The numbers of the various kinds of wild animals destroyed do not differ much from those in 1893; the chief decrease was in the number of other (unspecified) animals destroyed (4,120 to 3,051): this was chiefly due to a falling-off (2,859 to 2,084) in the figures for Lower Bengal, where the number of "other animals" destroyed still far exceeds that in any other Province. The destructiveness of these animals (wild boars, alligators, etc.) to human life in Bengal has been alluded to in paragraph 2 of this Resolution. In the North-Western Provinces and Oudh (where the total number of animals killed and amount of rewards granted shew a small decrease) Rs. 1,405 were paid for the destruction of 514 bears against Rs. 873 for 316 in the preceding year. It is explained, however, that rewards for 471 bears were paid in the Kumaon Division, and it is suspected that some of the skins were purchased in Nepal and Thibet for the sake of the reward; the Local Government has directed that the matter should be specially enquired into.

6. The number of venomous snakes reported to have been destroyed, and the rewards granted on this account shown in the returns, fell respectively from 117,120 to 102,210 and from Rs. 12,607 to Rs. 10,150. (In 1892, however, the number of snakes killed was returned as only 84,789). In Madras no rewards are paid by the Government for killing snakes. In the Bombay Presidency also, if rewards paid by municipalities be excluded, no rewards were given during 1894 for the destruction of snakes. At one time a large number of venomous snakes (phursas) were killed in the Satara and Ratnagiri districts; this ceased on certain restrictions being introduced in the system of rewards: and the Bombay Government decided to watch the mortality in case it should shew an increase. The Local Government consider that there are not yet sufficient data for a conclusion: but there has been no marked increase in the mortality in these two districts. In Sind 11,812 snakes (for which no rewards were paid) are stated to have been killed, against 6,450 in the preceding year. In the North-Western Provinces and Oudh the payment of rewards by Government has been discontinued since 1891; 14,829 snakes are reported to have been killed in 1894, against 21,139 in 1893. The chief decrease, however, took place in Assam, where the figures for the destruction of snakes were: in 1892, 2,329; in 1893, 9,443; and in 1894, 1,808. The rewards paid in Assam fell from Rs. 2,657 to Rs. 303. Practically the whole decrease took place in the Sylhet district, where 9,132 snakes were killed in 1893 and only 1,515 in 1894. The decrease is ascribed, like the reduced mortality from snake-bite in this Province, to the absence of high floods in 1894. The offer of a reward of Re. 1 per snake by the Local Board of North Sylhet, noticed in the Resolution of the Government of India reviewing the returns for 1893, has had no effect, the number of snakes killed in that sub-division having fallen largely. Thus recent experience in Bombay, the North-Western Provinces and Oudh, and Assam seems to confirm the view, based on earlier experiments, which was expressed in 1890 by the Government of India, that there is little practical utility in a system of rewards for killing snakes. In the Central Provinces (where 1,844 snakes were killed during 1894) the Chief Commissioner has approved a uniform rate of reward, vis., one rupee for each poisonous snake killed: this rate has been brought into operation during 1895, and its effect will be visible hereafter. The largest number of snakes killed (52,063) was, as usual, in Lower Bengal, where Rs. 5,006 were paid as rewards.

7. Besides licenses for purposes of sport, which are issued in Form VIII under the Indian Arms Act, 1878, on payment of a small fee, 15,043 (against 16,321 in the previous year) licenses in Form XI were issued, free of cost, for possession of arms for the purposes of destruction of wild animals or protection of crops. Adding the licenses continued from previous years, the total number of licenses in Form XI in force during 1894 was 64,857, against 69,931 in 1893. The largest decrease in the number in force was in the North-Western Provinces and Oudh (16,827 to 15,035) and the Central Provinces (16,126 to 14,075) where such licenses are still more numerous than in any other Province. In the Central Provinces, however, the accuracy of the figures is considered doubtful. In regard to the decrease in the North-Western Provinces and Oudh, it is stated that greater discrimination was found necessary on the part of District Magistrates in granting licenses in order to secure that licenses are not issued in this Form for purposes which it is not intended to cover.

The Indian Arms Act was applied to the Hyderabad Assigned Districts by Foreign Department Notification No. 1875-I., dated 1st June 1894. The Resident has observed that the grant of licenses in Form IX (corresponding to Form XI) will, in these districts, require careful watching.

8. While the Governor General in Council deplores the loss of life which is annually reported to have been caused by wild beasts and snakes His Excellency in Council has nothing at present to add, on the subject of measures for reducing the mortality caused by wild beasts, to the remarks made in paragraph 7 of the Resolution in this Department of 20th September 1894, reviewing the statistics of 1893. So long as the habits of the natives of the country remain as they are and they continue to go barefooted and sleep upon the ground it will, in the opinion of the Government of India, be vain to expect that the number of deaths from snake-bite will fall to a very material extent. But the Government of India adhere to the opinion, which they expressed in 1890, that the removal of undergrowth and débris in or near village sites cannot fail to reduce the chances of less of life from this cause. At the same time the Government of India admit that this precaution may be both more useful and more practicable in some parts of the country than in others. In places where vegetable growth is very rapid, it will be difficult to exercise any supervision over keeping it down; though a good deal can be done by the villagers themselves, if they can be convinced of the usefulness of this precaution. It is noticed with satisfaction that attention has generally been given to this subject, although opinions vary as to the amount of good to be expected. Considerable activity in the matter is reported to have been shown by district officers and Local Boards in Madras and Bombay. The Government of Madras, however, are inclined to think that the work of clearance is in many cases not very thoroughly done. In Lower Bengal a good deal has been done by Municipalities, but the villagers remain apathetic, and little, it is stated, can be done to remove the rapidly-growing vegetation of many village sites. The Local Government observes that it is not in those districts where jungle abounds near the houses that the mortality from snake-bite is greatest. In the North-Western Provinces and Oudh, although attention was everywhere paid to clearing inhabited sites, the deaths due to snakes rose from 4,847 to 5,689. In Burma it is expected that the rules regarding village sanitation which

have recently been published will have a beneficial effect in checking the breeding of snakes. In Assam, as already remarked, the mortality from snakebite was the lowest for many years, and the results are considered by the Chief Commissioner fully to justify the measures which have been adopted for the preservation of human life. The Government of India remain of the opinion that any organised system, such as the appointment of special officers, for the destruction of wild animals and snakes would not be attended by any diminution of the loss of life at all commensurate with the expense which the adoption of such a system would involve. The experiment tried in the Madras Presidency in 1873 resulted in the destruction of 22 tigers and 8 leopards at a cost of Rs. 10,000. At the present time sportsmen and professional shikaris experience year by year greater difficulties in finding tigers to shoot and there is no doubt that the number of these animals in the populous parts of the country is rapidly diminishing. Whenever it is reported that an animal has taken to man-eating measures should, as directed in the Home Department Resolution of 4th December 1890, be promptly taken to exterminate it and Local Governments and Administrations should do all in their power, by the grant of liberal rewards and by requiring local authorities to give special assistance to sportsmen and shikaris, to effect this object. The Government of India adhere to the view expressed in the Resolution just referred to that the grant of rewards for the capture of venomous snakes had not appreciably affected the mortality from snake-bite, and they see no reason to depart from the decision then adopted that the question whether such rewards should be continued or not must be left entirely to the discretion of Local Governments and Administrations.

ORDER.—Ordered that a copy of this Resolution be forwarded to Local Governments and Administrations for information and guidance, and that it be published in the Gazette of India for general information.

Also, that a copy be communicated to the Foreign Department.

[True Extract.]

J. P. HEWETT,
Offg. Secretary to the Govt. of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, September 14th, 1895.

During the first few days of the week conditions over India were in progress of recovery from the effects of the rather severe cyclonic storm which advanced on a curved path from the mouth of the Godaveri into Khandesh. This period was marked by a slight to rapid recovery of pressure over the west of the Peninsula and in part over the whole of Western India. During this time pressure decreased moderately steadily from a high pressure area in the south to a low pressure area over the Punjab, and westerly to south-westerly winds prevailed fairly generally, though in the Punjab the directions were variable. On Thursday, the 12th, a change occurred—a large low pressure area appeared over the Bay,—and this feature in the weather gradually increased in importance as the week progressed. There has been a good deal of steady rain over Burma, Bengal, and Assam during the week, and there has also been a fair amount of rain over Madras—more particularly in the south; but elsewhere, after the burst which marked the breaking up of the cyclone previously noticed, rain was very light and scattered, and large parts of the country received hardly any during the week. The weather has been warmer than usual.

Daily Summary—Sunday, 8th September.—The barometer was falling over Northern India and Arakan, and rising elsewhere. The rise had been brisk to rapid over the west of the Peninsula, and the depression, which had previously existed there, had filled up. Readings were highest in Malabar and lowest over the Punjab, and westerly to south-westerly winds prevailed, except in the north of the Punjab, where the direction was south-easterly, and in Malabar, where the direction was northerly. Temperature was in considerable to large defect over the west of the Peninsula and in Assam, and in more or less excess elsewhere. Rain had fallen generally over North-Eastern India and Bombay, and, as scattered showers, over the Gangetic plain, the North-West Himalayas, and the Central Provinces.

Monday.—Pressure had increased, except over the Bay and at one or two stations in Northern India. The rise had been rapid over Gujarat, Southern Rajputana, and Central India. The general distribution was practically unaltered, except that a small centre of depression had been developed over the Punjab. The winds had backed somewhat in Bengal, and an irregular cyclonic circulation had appeared over the Punjab, but otherwise the wind directions were little changed. The mean temperature was still low in Assam and East Bengal and in Bombay, and in excess in other parts of the country. Rain had continued to fall over North-Eastern India, the west and head of the Peninsula, and at several central stations. In North-Eastern India the amounts were large.

Tuesday.—Pressure had generally decreased, except in North Bombay, the west of the Central Provinces, Rajputana, Central India, and part of the Punjab and of Sind, where it had risen slowly. Readings were high over the west of the Peninsula, the south of the Bay, and Tenasserim, and low over the Punjab and Gangetic plain. The winds were unchanged. The mean temperature was in large defect over North-Eastern India and in large excess over North-Western India, but elsewhere the variations from the normal were small. Light to moderate general rain was reported over North-Eastern India, but only scattered showers in other places.

Wednesday — Pressure was increasing over the whole of Northern and Central India, and decreasing over the Peninsula and Lower Burma. The rise had been brisk over the Gangetic plain and North Bengal. The general distribution was little changed, readings remaining high over the west of the Peninsula and south of the Bay and low over the Punjab. The winds were on the whole westerly, but south-easterly to southerly winds were blowing over Burma and

Bengal, and variable winds over the Punjab and along the West Coast. Calms were numerous in the Punjab. The mean temperature remained low in the north-east and generally excessive elsewhere. Rain had again been general over North-Eastern India, but in other parts of India little or none had fallen.

Thursday.—Pressure still decreased over Lower Burma, the south of the Bay, and the Peninsula, and increased over Northern and Central India. The general distribution of pressure was changing, for, while the highest pressures were still reported from Southern India, and the lowest from the Punjab, a large shallow low pressure area was forming over the Bay. The winds were cyclonic around the Bay and generally between west and north elsewhere. The mean temperature remained in excess, except over North-Eastern India, where it was in large defect. Rain had fallen over Bengal and Madras, but elsewhere scattered showers, at most, had been received. In South Madras the amounts had been large for the season.

Friday.—Pressure changes were generally small. In North-Western India the barometer had generally risen, and elsewhere it had generally fallen. The distribution of pressure was the same as on the preceding day. The winds were generally between north and west, but around the Bay the directions were very variable. The mean temperature remained excessive, except over Bengal and Assam. Showers had occurred, except over North-Western India.

Saturday.—The barometer was falling, except in the extreme south, the decrease having been brisk over the whole of Northern India. Pressure remained highest in the extreme south and lowest over the Punjab, while readings remained relatively low over the Bay. The winds were south-westerly in the extreme north-west and between north and west in nearly all other parts of the country. The mean temperature was lower than usual in South Madras and in Assam, and generally in excess elsewhere. Rain had occurred over Lower Burma, the Peninsula, and parts of the Central Provinces.

Temperature.—As mentioned above, there has been during the week under review a good deal of steady, and moderate to heavy, rain over North-Eastern India, and also over the Peninsula—more particularly in the south; while, on the contrary, in other parts of the country the rainfall of the week has been generally light and scattered, and large tracts of country have been quite dry. The effect of this distribution of rainfall on temperature has been well-marked; the mean temperature of Assam and of South Madras having been largely below the normal, while all other parts of the country have had temperatures exceeding the average. The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

Province.		Mean						
	8th	gth	10th	11th	12th	13th	14th	of week.
	۰	0	0	0	0	0	0	0
Burma	+1.0	-0.3	+0'2	+1.1	+1.6	+1.0	+1.3	+1.0
Bengal and Assam North-Western Provinces and	+0.4	-1.3	-1.1	-1.3	-1.0	+0.5	+1.3	-0.3
Oudh	+1,1	+0.6	+1,1	+1.0	+1'2	+0.0	+1.6	+1.1
Punjab	+3.3	+3'4	+2.9	+1.3	+2'0	+2'2	+2.9	+2.6
Bombay	-2'1	-0.3	+0.2	+0.4	+1.0	+1.7	+13	+0.4
Central Provinces and Berar	-0.4	-0.1	+0.0	+0.6	+2.4	+2.9	+3.2	+1.3
Central India and Gujarat .	+ 2.2	+1.0	+0.3	-0.3	+0.3	+1.3	+20	+1.0
Sind and Rajputana	+2.7	+3.6	+1.3	+06	+0.0	+0.4	+1.5	+1.6
Madras	+0.2	+1.2	+1.6	+2.2	+1.2	+0.3	-1.0	+0.9
Mean for whole of India .	+1.0	+0.0	+ 0.8	+0.6	+1.0	+ 1.3	+1.6	+1.1

The above shows that in Bengal and Assam the mean temperature was 0.3° below the normal and in Bombay and Madras only 0.4° and 0.9° above, while in the other provinces there was an abnormal excess of from 1.0° to 2.6°. The mean

temperature of the whole of India was above the normal average on all days, the general excess being greatest at the close of the week. The warmest day in North-Western India was the 9th, when the average excess was 3½°.

The following were the highest temperatures recorded on each day:

On September	8th the	highest	maximum was	109.70	at Montgomery.
"	9th	21		108.60	" Sirsa.
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	roth	1)		106'40	" Jacobabad.
	11th	"	n	104.0	11 19
n	12th	**	.0	106.60	" Sirsa.
	13th	"	,,	106.10	" " and D. I. Khan.
	14th		the same of the same	104.60	A STATE OF THE PERSON NAMED IN

The above shows that the hottest region during the week was the south of the Punjab and Upper Sind, and that the height of the daily maximum decreased generally as the week advanced.

Rain,-At the commencement of the week under review rain was received over India from both branches of the monsoon current, moderate to heavy rain. having fallen over Bombay as well as over Bengal and Burma on the 8th and 9th. On the 10th, however, accompanying the brisk barometric rise which occurred with the disappearance of the cyclonic storm noticed last week, the fall of rain over Western India ceased, and practically the only rain received over the whole country was from the Bay branch of the monsoon current. This condition lasted until the 12th, when, with the development of a large shallow depression over the Bay, rain became much less general over North-Eastern India; while, on the contrary, it recommenced and became increasingly more general over the Peninsula, till, on the 14th, more or less rain was reported from nearly all parts of the Peninsula, and the fall had almost ceased over Burma and Bengal. The rainfall was heavy in Bombay on the 8th, in North-Eastern India on several days of the week, and in South Madras on the 12th and 13th. No rain whatever was received during the week over a large part of North-Western India, but over the remainder of India, not including North-Eastern India and the Peninsula, light scattered showers were received. The effect of the development of a low pressure area over the Bay was very marked on the distribution of rainfall, the rain over North-Eastern India falling off immediately and simultaneously. The table at the close of the summary gives the rainfall data of the week. The first column shows that four of the rainfall divisions, viz., the Punjab (South and West), Sind, and Rajputana (West), received absolutely no rain during the week, and that five more divisions, viz., the North-Western Provinces (West), the Punjab (Central and Submontane), the Central Provinces (East), Rajputana (East), and Central India (West), received an average fall of less than 0.10 inch for the week. Omitting these divisions, the returns show that the average actual rainfall for the week ranged from 9 26 inches in Asssm (Surma), 7 26 inches in North Bengal, and 6'54 inches in Tenasserim to 0'15 inch in the north-west of the Punjab. According to the normal, the distribution should range from 7'08 inches in Tenasserim and 6 60 inches in Arakan to 0'09 inch in Sind. Consequently, this rough comparison shows that the rainfall was generally heavier than usual in North-Eastern India and generally lighter than usual in North-Western India. The third column of the table gives the excess and defect for each division. Of the fifty-one divisions, for which comparison with the normal is possible, thirtyseven received less and only thirteen more than the average, while one, vis., Lower Burma, had exactly the normal amount. The regions which reported an excess of rain included the following divisions, vis., East, Central and North Bengal, both the Assam divisions, North Bihar, the Bombay Deccan, Khandesh, Hyderabad (South), Madras (Central and South), and the East Coast (Central and South). The principal cases of excess were 3.64 inches in the Brahmaputra division of Assam, 3.39 inches in North Bengal, 2.92 inches in the Surma division, and to 2.31 inches in Eastern Bengal, but, relatively to the normal, the most important case of excess was in the East Coast (South), where the actual rainfall portant case of excess was in the East Coast (South), where the actual rainfall was nearly three times the normal. The most important instances of deficiency

were 2 04 inches in the North-Western Provinces (East), 2 13 inches in Malabar, and 2 21 inches in Coorg, but over a large part of the country the average deficiency exceeded 1 inch.

In Upper Burma there was a good deal of heavy rain during the week, but as no averages are available for comparison, it is not possible to say whether the normal was exceeded or not.

The returns of the sudder stations show that rain fell, on most days throughout the week in Burma; on the first five days of the week in most parts of North-Eastern India; on the first three days of the week in the west of the Peninsula and the central parts of India; on the last three days of the week in the east of the Peninsula, and as occasional scattered showers elsewhere.

The three concluding columns of the table exhibit the state of the seasonal rainfall, i.e., from June 2nd to date. They show that the rainfall for that period has been more or less in excess of the normal in Assam (Brahmaputra), Orissa, Bihar (North), all the North-Western Provinces divisions, except the East, the hill districts of the Punjab, the Bombay Deccan, Khandesh, the Central Provinces (East), Hyderabad (South), and the East Coast (North, Central, and South), and more or less in defect elsewhere. On the whole, however, the variations have not been large, the only cases in which the abnormal deficiency has exceeded 20 per cent. being in Arakan, East, Deltaic and Central Bengal, the Punjab (Central), Mysore, Berar, Gujarat, Kathiawar, Rajputana (East), Central India (West), and Madras (Central).

The following are the more important totals recorded during the week:—
Thaton (Tenasserim) 9'56 inches, Rangoon 6'24 inches, Kindat 4'90 inches,
Kishorganj (Mymensingh) 13'25 inches, Sunamganj (Sylhet) 19'92 inches,
Dhubri 17'56 inches, Sherpur (Bogra) 9'70 inches, Dinhata (Cooch Bihar) 14'72
inches, Araria (Purnea) 6'60 inches, Atur (Salem) 9'68 inches, Panvel (Colaba)
6'98 inches, Chakli (Surat) 5'90 inches, Alamur (Cocanada) 11'04 inches.

	Mail and the Price	RAINFALL	DATA FOR WER	N ENDING	RATHFALL	DATA FROM J.	INE 2ND TO
PROVINCE.	DIVISION,	Average actual rainfall of division,	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average nor- mal rainfall, June 2nd to September 14th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
1800		Inches.	Inches.	-Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim Lower Burma Central Burma Upper Burma Arakan	6.54 2.84 1.51 2.14 2.98	7.08 2.84 2.03 7	- 0.24 - 0.25 - 3.62	130'90 64'59 34'40 21'09 101'38	138.61 68.67 43.09 7 142.85	- 6 - 6 - 20 7
Bengal and Assam .	East Bengal	4'93 9'26 5'82 1'63 3'20 7'26 1'12 0'67 0'81 2'92	2.62 6.34 2.18 1.95 2.33 3.87 2.43 2.44 1.91 2.38	+ 2'31 + 2'92 + 3'64 - 0'32 + 0'87 + 3'39 - 1'31 - 1'77 - 1'10 + 0'54	46'68 104'77 54'44 26'27 28'76 74'16 45'74 33'97 27'16 41'38	63'34 112'44 49'44 39'66 39'50 74'10 37'74 39'95 33'21 37'53	- 26 - 7 + 10 - 35 - 27 0 + 21 - 15 - 18 + 10
NORTH-WESTERN PROVINCES AND QUDH.	North-Western Provinces (East) Do. (Submontane) (a) Oudh (South) Do. (North) North-Western Provinces (Central) North-Western Provinces (West)	0°06 1°11 0°44 0°96 0°19	2°10 2°09 1°70 1°91 1°56	- 2.04 - 0.98 - 1.26 - 0.95 - 1.37 - 1.20	27:22 34:11 30:27 32:29 28:64 23:96	31°15 32°80 29°21 31°49 28°00	- 13 + 4 + 4 + 3 + 2 + 3
	North-Western Provinces (Submontane). (b)	0'24	1.42	- 1.18	37'59	35.44	+ 6
Punjab	Punjab (South) Do. (Central) Do. (Submontane) Do. (Hill Districts) Do. (North-West) Do. (West)	0 0.00 0.03 1.11 0.12	0.60 1.14 1.05 1.62 0.77 0.19	- 0.60 - 1.08 - 1.02 - 0.45 - 0.19	8:85 13:77 18:17 60:88 12:46 4:89	10'70 17'37 22'09 54'43 14'13 5'37	- 17 - 21 - 18 + 12 - 12
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar Madras (South Central) Coorg Mysore Konkan Bombay Deccan Hyderabad (North) Khandesh	0'32 1'11 0'73 0'84 2'51 1'58	2'45 1'57 2'94 1'07 3'96 1'20	- 2'13 - 0'46 - 2'21 - 0'23 - 1'45 + 0'38 + 0'38	81'58 19'03 80'68 14'82 93'89 23'21	87:35 19:24 99:73 19:92 102:57 19:78	- 7 - 19 - 26 - 8 + 17
CENTRAL PROVINCES AND BERAR.	Berar	0.03 1.08 0.01	1'26 2'26 2'24 2'01	- 0.63 - 1.63 - 1.63	19'50 30'63 40'28 47'69	17'54 27'48 34'08 44'75 41'43	+ 3 - 29 - 10 - 10 + 15
BOMEAY (NORTH) . {	Gujarat	0.36 0.30	1.80 0.77 0.03	- 0.00 - 0.41 - 0.01	28.85 13.48 3.61	39°33 17°96 4°29	- 27 - 25 - 16
RAIPUTANA AND CEN-	Central India (East) Rajputana (East), Central India (West). Rajputana (West)	0.63 0.04	1.53 0.4	- 0.60 - 0.70	27°28 15°88	32'04 24'51	- 15 - 36
Madras	East Coast (North) . Ditto (ditto) (a) . Hyderabad (South) . Madras (Central) . East Coast (Central) . Ditto (South) . Madras (South) .	1.43 1.60 1.46 1.96 1.12 2.97 1.04	0.64 1.66 2.29 1.15 0.99 1.01 1.01 0.52	- 0°64 - 0°23 - 0°69 + 0°31 + 0°97 + 0°11 + 1°96 + 0°52	29'49 43'57 19'56 10'40 18'22 13'59 4'67	12'45 20'99 43'87 17'30 13'21 13'15 12'85 5'48	+ 41 - 1 + 13 - 21 + 38 + 6 - 15

W. L. DALLAS,

Asst. Meteorological Reporter to the Government of India.

DENZIL IBBETSON, Offg. Secretary to the Government of India.

SIMLA, 19th September 1805.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—For week ending 14th September.—Rainfall generally good, but light on the West Coast, Coimbatore, and Tinnevelly. Agricultural operations are proceeding. The standing crops are generally fair and have been improved by recent showers, but more rain is wanted in parts of Nellore, the Deccan, and the Southern districts. The paddy crops have withered, or are withering in parts of Tinnevelly. Some harvest is going on with generally moderate yield. Pasture and fodder are generally sufficient. Cattle are in good condition. Prices are generally stationary, but some dry grains are slightly dearer in parts of the Deccan and Southern districts.

Bombay.—For week ending 18th September.—Good and seasonable rain throughout the Deccan and in Bijapur; moderate or slight in Gujarat, Konkan, Belgaum, and Dharwar; none in Kathiawar and Sind. More rain is wanted for the standing crops in parts of Gujarat, Kathiawar, Nasik, Poona, Belgaum, Dharwar, and Kanara. The deficiency of water continues in Sind, and the crops are suffering from drought; some damage has also been caused by insects and rats in parts of Karachi. Harvesting of the early crops has commenced in parts of Karachi and Ahmednagar. Preparations for the late crops are progressing in eight districts, but sowing is retarded in parts of Ahmednagar and Sholapur owing to excessive moisture. Fodder is sufficient and agricultural stock are in good condition, except in parts of Baroda territory. Prices are normal, except in parts of Ahmednagar and Sholapur, where jowar (Sorghum vulgare) is cheaper.

Bengal.—For week ending 16th September.—There was heavy rain in some of the Northern and Eastern districts; elsewhere light showers are reported, except in the Burdwan and Presidency divisions. The prospects of the winter rice crop continue so far good, but in several districts more rain is now required. Transplanting operations are nearly finished. Jute is still being cut and steeped in some districts, and the harvesting of autumn rice and other autumn crops is going on. The price of common rice is generally steady, but has fallen in a few districts.

North-Western Provinces and Oudh.—For week ending 18th September.—Light rain has been general, and prospects continue favourable. More rain is needed in several districts. The autumn crops are being reaped, and spring sowings are going on. Sugarcane is doing well. Supplies are sufficient, and prices are generally stationary.

Punjab.—For week ending 18th September.—Rain has fallen in the Delhi, Lahore, and Rawal Pindi districts. Irrigation of the autumn crops is going on. Ploughings for the spring crops are in progress. Cotton-picking has commenced in Dera Ismail Khan. The crops are generally reported to be in good condition;

but the unirrigated crops are withering in Hissar, Lahore, and Shahpur. Rain is urgently needed in most districts. Cattle are generally in good condition, and fodder is sufficient in all districts, except in Hissar and Lahore. Prices continue high in Umballa, rising in Hissar, Jullundur, and Peshawar, normal in Delhi and Ferozepore, and low elsewhere.

Central Provinces.—For week ending 18th September.—Weather cloudy and warm with slight rain, except in Seoni, Nimar, Nagpur, and Damoh. More rain is wanted in Jubbulpore and also in Damoh. The prospects of the autumn crops are generally good, while in Nimar prospects are excellent. Harvesting of rice has commenced in Narsinghpur. The recent rainfall in Seoni has greatly improved the rice crops in that district, and harvesting of millet is in full swing there. Preparation for the winter sowings are progressing. Prices are steady, except the price of gram which has risen in Narsinghpur.

Burma .- For week ending 14th September .- In Lower Burma agricultural operations are approaching completion. The standing crops promise well, except in part of the Tharrawaddy district, where rain is badly wanted, and in the Paungde and Thegon townships of the Prome district, where prospects are poor. In Upper Burma sowing and transplanting of lowland paddy are progressing in most districts, and have been completed in some. The rainfall has been general and fairly sufficient, but more rain is required in places. The crop prospects have much improved, and are now good everywhere, except in the Lower Chindwin district and the Minzu and Singaing townships of the Kyaukse district, where about a two-thirds average outturn is expected. Sowing of jowar (Sorghum vulgare) continues in Lower Chindwin and Magwe and of the later sesamum in Sagaing and Myingyan. Reaping of dry-weather paddy in Tilin, Pakokku district, and of early wet-weather paddy in the Southern Shan States has been completed. Reaping of hillside paddy in the Northern Shan States is in progress. The price of paddy has fallen slightly in Rangoon, Pegu, Prome, Magwe, and Myingyan; elsewhere prices are stationary.

Assam.—For week ending 17th September.—Weather seasonable. Harvesting of the early and transplanting of the late rice are progressing. Tea is doing well. The condition of cattle is fair. The fodder-supply is insufficient in places, but water is sufficient.

Mysore and Coorg.—For week ending 18th September.—MYSORE: Good rain in Chitaldroog, Tumkur, and Kolar; slight elsewhere. More rain is wanted generally. The standing crops are in fair condition. Prices have fallen in Hassan, Bangalore, and Chitaldroog.

COORG: Rainfall moderate. Transplanting of rice is nearly completed. The coffee and ragi (Eleusine coracana) crops are maturing. Picking of cardamoms has commenced. Fodder and water for cattle are abundant. Prices are normal.

Berar and Hyderabad.—For week ending 18th September.—BERAR: Weather warm and cloudy with occasional light showers. The present condition of the crops is reported to be satisfactory in Basim, Buldana, and Wun, but the crops are withering in the remainder of the province through insufficient

rainfall. Preparation of land for the ensuing winter crops is in progress. Weeding operations continue. Scarcity of fodder and water prevails in the Khamgaon taluka. Prices are fluctuating in Wun, but are steady elsewhere.

HYDERABAD:—Rainfall good. The standing autumn crops are in good condition. The spring sowings are still in progress. Agricultural prospects are favourable. Prices continue normal.

Central India.—For week ending 18th September.—Rain fell throughout Central India during the week, except in Gwalior. More rain is still wanted in some districts in Gwalior and in Baghelkhand. Agricultural operations are in progress in all Agencies. The crops have been slightly damaged in part of Bhopawar and in one district of Gwalior for want of rain; elsewhere the crops are in good condition. Pasturage is good and sufficient in all Agencies, except in two districts of Gwalior. Prices are high in Bhopal and Goona, but are normal elsewhere.

Rajputana.—For week ending 18th September.—Rainfall good in Meywar.

More rain is needed in Ajmere, Haraoti, Jeypore, and Ulwar. Agricultural operations are satisfactory. Prospects are unfavourable in Jeypore, where the crops are suffering for want of rain. Want of rain is also felt in Ulwar. Pasturage and fodder are generally sufficient. Prices are rising in three States, falling in one, and steady elsewhere.

Kashmir.—Kashmir Valley.—For week ending 17th September.— Rainfall moderate. Indian-corn is being harvested; the other standing crops are excellent. Prices are still somewhat above normal.

JAMMU PROVINCE.—For week ending 18th September.—No rain. Weather clear. The crops are suffering for want of rain. Fodder is sufficient. Prices are rising.

Nepal.—For week ending 14th September.—Heavy rain and thunderstorms, especially in the hills during the week. Lowland rice is doing well; upland rice is still being reaped.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

No.
$$\frac{16}{19-3}$$

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Civil Veterinary Administration),—dated the 17th September, 1895.

Read-

Government of India Resolution No. -26 , dated 4th July 1893.

Circular to Local Governments and Administrations, No. 41-47, dated 27th October 1893.

Read also-

Letter from Agent to the Governor General, Rajputana, No. 107-C., dated 5th December 1893.

Endorsement from the Foreign Department, No. 4277-I., dated 16th December 1893:

Letter from the Chief Commissioner, Burma, No. 227-IV-9, dated 9th March 1894.

Letter from the Chief Secretary to the Government of the North-Western Provinces and Oudh, No. 771, dated 26th March 1894.

Letter from the Secretary to the Government of Madras, No. 256, dated 13th April 1894.

Letter from the Secretary to the Government of Bengal, No. 2397, dated 28th April 1894.

Endorsement from the Foreign Department, No. 1671-I., dated 17th May 1894.

Letter from the Secretary to the Government of Punjab, No. 113-S., dated 4th June 1894.

Letter from the Resident, Hyderabad, No. 214, dated 11th July 1894.

Letter from the Secretary to the Government of Madras, No. 487, dated 9th July 1894.

Letter from the Chief Commissioner, Central Provinces, No. C.-614, dated 11th August 1894.

Letter to the Secretary to the Government of Madras, No. 2395, dated 3rd September 1894.

Letter from the Secretary to the Government of Punjab, No. 806-S., dated 8th September 1894.

Letter from the Secretary to the Government of Madras, No. 588, dated 10th August 1894.

Letter from the Secretary to the Government of Bombay, No. 448, dated 19th January 1895.

Letter from the Secretary to the Government of Bombay, No. 3368, dated 6th May 1895.

RESOLUTION.

The establishment of a superior staff for the Civil Veterinary Department, which was sanctioned by the Secretary of State in his Despatch No. 18 (Revenue), dated the 18th February 1892, was intended only as the initial step towards the organization of a complete Veterinary Department for India. The consideration of the strength and constitution of the subordinate staff

2. The subject falls naturally under the following main heads:-

i .- The Subordinate Establishment;

ii.-The Inspecting Establishment;

iii.-Schools and Colleges;

and it will be convenient to consider them in the above order. The question of strengthening the superior staff of the Civil Veterinary Department is one which may possibly have to be taken up at some future date, but it must await the further development of the present scheme, and need not therefore be discussed in connection with the proposals now under consideration.

3. The scheme as originally framed was open to the objection that it was too rigid, that it was not based upon the principle of requiring that local work should be paid for out of local funds, and that it did not sufficiently recognise the necessity of adapting the proposals to local circumstances so as to make them acceptable to local bodies. It is undesirable to strive after absolute uniformity throughout India in a matter that concerns men on Rs. 20 or Rs. 30 a month, whose chief business is with the tillers of the soil. What is required for the subordinate staff is a body of fairly qualified men who will work in the districts and villages, and among the people, and whose principal charge, since arrangements have already been made for the care of Government animals, will be stock belonging to private persons, and chiefly cattle, the number of which far exceeds the number of horses, mules, and donkeys. This being the case, it follows that the men should be paid from local funds, not only because the services they will render are essentially services which should be paid from that source, but also because, if they are Government servants, the people will be far less likely to get good work out of them than if their appointment, promotion, and dismissal rest solely with the local bodies. It is the main feature of the scheme as now formulated, that the district staff should be paid by the local bodies whom they are to serve, Government undertaking to supply a body of trained men for the purpose, and only the inspecting establishment necessary for the supervision of their work being paid for from Provincial funds.

- 4. The scheme, therefore, must be one which local bodies will accept. men to be appointed to the subordinate district establishments will have to make their way, indeed to learn their work by practice; and they will have to gain the confidence of the people. It is possible that not much good will result at first, but everything must have a beginning, and the good to be attained in the end is incalculable. In view of the great annual loss to India from deaths by cattle-disease which very moderate skill might prevent, the Government of India are of opinion that every legitimate means should be employed to induce local bodies to introduce the system. Where the people who pay and administer the local cess are themselves the cultivators, and therefore the cattle owners of the district, but little difficulty will probably be experienced in doing so; but where such difficulty is experienced Government might assist in the first instance either by grants-in-aid, as is done at present in Bombay, or even by employing a small staff wholly at its own expense, as it is proposed to do in the Central Provinces and Bengal. But it is believed that such aid will seldom be required; and even when it is given in the first instance, it should gradually be withdrawn as the system gains ground with the people. Government might also, in places where circumstances justify their doing so, make some small permanent contribution towards the cost of the subordinate establishment, on condition that all animals the property of Government on an emergency, as well as branded mares and their stock by Government sires, are attended free, and that colts are castrated gratis. Subject to this exception, the ultimate object to be aimed at is the entire support of the subordinate establishments by local funds. Courts of Wards and Government Estates might also in many cases employ Veterinary Assistants. It is hoped that some day every tahsil in India will have at least one itinerant veterinary assistant, every municipality of any importance a veterinary dispensary, to the cost of which the municipal and district funds should alike contribute, and every three or four districts a Senior Veterinary Assistant.
- 5. The question has been raised whether local bodies are legally competent to spend their funds on the maintenance of veterinary assistants and dispensaries. In some provinces this difficulty has not arisen, and existing district establishments are paid either wholly or in part from local funds. It is probable that where objections have been raised on this ground they have been raised for the most part in order to evade expenditure. The matter is one of the utmost importance to the people, and if in any province the law does not cover expenditure of the kind contemplated, it should be amended. The Government of India will be glad to receive the proposals of Local Governments on this point wherever the law is held not to cover the object in view.
- 6. The Government of India do not propose to constitute, as in the case of the Medical Department, an organized pensionable service for the Subordinate Veterinary Establishment. To do so might lead to difficulties when the men are employed by local bodies; and in this matter the Government of India would prefer to follow the example of the Educational rather than that of the Medical Department. Local bodies are to be asked to spend money for a new and unfamiliar purpose, and it is essential to the success of the scheme that the proposals should be made as acceptable to them as possible. To ask them to pay a Government servant, which is what the scheme prepared by the Committee of veterinary officers amounts to, would not, in the opinion of the

Government of India, conduce to its acceptance by them. If any local body contributes for pension, all must do so, or the interchange of men which is sometimes advisable would become impossible; and there seems to be no sufficient reason for burdening local funds with claims for pension, when there is no likelihood of there being any lack of candidates for employment, even without any promise or prospect of pension. The existence of a pensionary claim not unfrequently makes it difficult for Government to get rid of inefficient men, and the Government of India are strongly opposed to local bodies being hampered in the same way.

- 7. As regards the district establishments to be employed, Government will provide for the training of qualified men; and having done so, will insist that public money, including local funds, shall not be spent on the employment of any others after due provision has been made for the cases of men already employed. The pay of the different grades proposed for establishment paid from Provincial revenues is shown in paragraph 9 below. As regards the subordinate establishments employed and paid by local bodies, the Government of India do not propose to prescribe a fixed rate of pay for each grade, as to do so would be to deprive individual Boards of the benefit of any local advantages (such as salubrity of climate, or the existence of good school) that they may enjoy, would condemn such Boards as have none to inefficient service, and would take away all inducement to good work which cannot be tested by examination. maximum scale should however be fixed for each Province, to prevent jobbery. The scale suggested in paragraph 9 below might be taken as a basis; but the Government of India leave it to Local Governments to fix the actual scales, as it is improbable that the same scale would be suited to the varying circumstances of different Provinces. Local bodies should be allowed to pay any of their employés who fulfil the conditions for promotion to a certain grade, up to but not beyond the pay of that grade, and any departure from this rule would require the special sanction of Government. In order, however, to offer some certainty of prospects to students appointed in the first instance to the lowest grade, it would be well to fix some such sum as Rs. 15 per mensem as the minimum pay after the first three years of service. No allowance need be given for a knowledge of English. The grant of pony allowance will be left to Local Governments to decide, subject only to the condition that if it is given in one district of a Province it should ordinarily be given in all and at the same rates, or it will be used as a means of evading the maximum. It will be necessary for Local Governments to frame rules under their District Board and Municipal Acts to enforce these principles.
- 8. In order to supervise effectually the work of the subordinate establishment, a more highly qualified staff will be required; and as the inspection will remain in the hands of Government, even if District Boards ultimately contribute towards its cost, the same objections to the organization of a pensioned service do not apply as in the case of the subordinate establishment. For the work of inspection picked men are required, and as the inspecting staff will be recruited from the Bombay and Lahore Colleges only, a uniform scale of salaries can be prescribed, it being left to the Local Government in such places as Burma and Baluchistan to propose any local allowances that may be considered necessary.

g. As regards the scale of pay proposed by the Veterinary Conference, the Government of India are of opinion that it has been fixed too high. The amount of work to be done is so large that it will be better to have three men on lower pay in a district than one on higher. Moreover, they do not think it advisable that veterinary officers should receive higher pay than officers in the medical service now receive. Hospital Assistants are under training for four and Assistant Surgeons for five years, while the course prescribed for Veterinary Assistants is two and for Senior Veterinary Assistants three years only. Again, it is not desirable that the pay of the subordinate and inspecting establishments should be made continuous, as the latter will be of altogether superior standing and qualifications. The scale which the Government of India consider generally appropriate for Veterinary Assistants and Senior Veterinary Assistants is shown in the following table, and is compared with the corresponding scale for the medical service and with that proposed by the Veterinary Conference:—

						VETER	INARY.		
Men	ICAL					Propos Confe		Go	oved by the vernment f India-
Assistant Surgeons. After 14 years' service 7-14 ditto Up to 7 ditto			s. 200	Senior Veteri Assistanti 1st grade 2nd grade 3rd grade		200- 150-		With pension, but 10 per cent. to be deducted for ignorance of	
eret sam and		With English,	With- out English.			With English.	With- out English		
Hospital Assistants. After 14 years' service 7-14 ditto Up to 7 ditto		Rs. 55	Rs	Veterinary A. ants. 1st grade 2nd grade 3rd grade	ssist-	Rs. 75-100 5075 25-50	Rs. 70—95 45—70 25—50		Rs. 40 30 20
With pension, local allowances, and personal allowances for good service in special cases with sanction.				With pen pony allo		No pension ; pon allowance doubt ful.			

A deduction of 10 per cent, should be made from the pay of every Senior Assistant who has not passed in English. The question of granting extra allowances for long and approved service may be considered hereafter. The opinion of Local Governments upon this scale is desired by the Government of India together with proposals for local allowances where they are considered necessary.

- 10. Promotion from grade to grade should be made dependent on two conditions, vis.,—
 - (1) seven years' service in the next lower grade; and
 - (2) passing an examination.

The examination for grade promotions should be held annually, that for Senior Veterinary Assistants being conducted by the Staff of the Provincial School,

while that for Veterinary Assistants, which will be almost entirely practical, would be held by the Superintendents of the various Provincial Civil Veterinary Departments. The question of private practice is one which is intimately connected with the subject of pay. The Veterinary Conference proposed that Veterinary Assistants should be allowed to engage in private practice unless specially debarred therefrom by the orders of the Local Government, but the Government of India doubt whether such practice would be compatible with the due performance of their duties by inspecting officers or itinerating assistants. On the other hand, it will probably be undertaken whether forbidden or not; while it may help the growth of confidence in the skill of the men. On the whole, they would make it a rule that members of the Provincial Service should not be allowed to engage in private practice, and would leave local bodies to make their own rules in the matter for their veterinary assistants, it being understood that the following kinds of work should always be performed gratuitously:—

- (a) attending all animals, the property of Government, on emergency, e.g., in the absence of the Government salutri;
- (b) attending branded mares and their stock by Government sires;
- (c) the castration of colts.

These are the proposals which commend themselves to the Government of India; but they will be glad to receive any criticisms or suggestions from Local Governments.

- 11. Turning now to the question of schools and colleges, the Government of India agree to the proposal of the Punjab Government that the school at Lahore should add a third year to its course and rank as a College. The length of the course for a college diploma will be three years, and for a school certificate two years; a school certificate being obtainable at the Bombay and Lahore Colleges as well as at the schools already established at Calcutta, Rangoon, and Ajmere. It is not thought advisable at present to add to the number of schools until the permanent demand increases with the extension of the subordinate service. The curricula at the schools need not be identical so long as the standard is fairly uniform, but the course should conform as far as possible with the two years' course in the colleges. The question of the curriculum to be followed at both schools and colleges should be separately considered, and a Board should, as proposed by the Veterinary Committee, be constituted to advise Local Governments in the matter. The examinations for diplomas and certificates should be held annually by a Board locally appointed for the purpose, consisting of one or more officers of the Army Veterinary Department, an officer of the Civil Veterinary Department when one is available and, in order to secure uniformity of standard, the Assistant to the Inspector-General, Civil Veterinary Department. No one will be appointed a Senior Veterinary Assistant unless he has obtained a college diploma, or a Veterinary Assistant unless he has obtained a school certificate; and this condition will apply equally to all subordinates appointed by the Court of Wards or by local bodies. But as regards these matters also the criticisms and suggestions of Local Governments will be welcome.
- 12. As regards the School and College Staff, the Government of India are of opinion that they should be kept separate and distinct from the inspecting and subordinate services; otherwise, if an appointment of a particular grade is sanctioned in a school or college, the officer holding the appointment will wish to leave as soon as he qualifies for the next grade. The circumstances of capital

towns differ greatly from place to place and from those of districts; and it would therefore seem preferable to sanction definite appointments for schools and colleges, as at present, quite distinct from the new service to be created. The Government of India will be glad to receive the opinions of the various Local Governments on this suggestion.

13. The foregoing paragraphs explain the general principles upon which the Government of India, as at present advised, desire to organize the Subordinate Veterinary Service which it is intended to create, and it remains for Local Governments to make definite proposals for giving effect to these principles in their several Provinces. In paragraph 6 of the Circular of the 27th October 1893, Local Governments were asked for a return showing the existing subordinate veterinary establishments as they stood on the 1st October 1893, as well as the cost and strength of the establishment which they proposed to adopt if the system of grading advocated by the Veterinary Conference was carried out. The required information has in the majority of cases been supplied, but the proposals that have been made will now have to be revised in accordance with the general principles formulated above. Moreover, the proposals framed by many Provinces relate rather to what may be hoped for in the distant future, than to what is possible within the next few years. With a view therefore to the settlement of the question for the present, the Government of India desire to be furnished with definite proposals by the several Local Governments and Administrations in order to give early effect to the general scheme; and especially as to the additional establishment which they propose to employ. So far as Provincial expenditure is concerned, the proposals should represent the maximum up to which the Provinces will be prepared to work within the next five years. As regards charges debitable to local funds, the proposals will merely indicate the establishment which in the opinion of the Local Government they may reasonably hope to work up to within that period, without, however, limiting the local expenditure to any fixed amount.

No.
$$\frac{16}{19-3}$$

The Government of Madras.

Bombay.

Bengal.

the North-Western Provinces and Oudh.

Chief Commissioner, Central Provinces.

Burma.

Resident at Hyderabad.

ORDER.—Ordered that a copy of the above Resolution be forwarded to the Local Governments and Administrations noted in the margin for information and favour of submission of the opinions and information called for.

Ordered also, that a copy be forwarded to the Foreign Department for communication to the Agents, Governor General, Rajputana and Baluchistan, for information and favour of submission of the required opinions and information.

Ordered also that a copy be forwarded to the Military and Finance Departments and the Inspector General, Civil Veterinary Department, for information.

Ordered also that it be published in the Supplement to the Gasette of India for information.

[True Extract.]

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 8TH SEPTEMBER 1895.

N.B.—As regards the figures in column Total Earnings from 1st July 1895, audited figures have been used as far as possible.

	Average earnings		K ENDING TEMBER 18			TEMBER 18		Earnings from 1st	Earnings from 1st	STATE OF THE PARTY	18
RAILWAY.	per mile per week		Earnin	27.7.3	M	Earnin		July to 8th	July to 7th	Increase.	Done
	during the and-half of 1894.	Mean mileage worked.	Total.	Per mile open per week.	Mean mileage worked.	Total.	Per mile open per neek	September 1894.	September 1895.		COOK
State lines worked by companies,	Rs.	Miles.	Rs.	Ra.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	R
Standard gauge— East Indian	556	1,683	8,55,441	508	1,710	9,29,721	544	82,53,304	82,11,282		44
Bengal-Nagpur Indian Midland (a)	109	862 752	75,631 64,770	88	86a 752	64,074	78 85	7,05,547 8,23,159	6,75,614	21	1,71
Berwada Extension	198	21	3,173	151	21	1,579	75	33,968	26,420	***	1
Metre gauge - Rajputana-Malwa (b)	236	1,719	2,73,441	159	1,789	3,13,030	175	34,61,408	31,32,120		3,20
Palanpur-Deesa	37 154	1,042	394	148	1,042	1,83,868	176	15,47,400	16,70,533	1,850	
Máyavaram-Mutupet	82	54	4,107	76	54	4,852	.90	38,099	47,832	8,833	1
Southern Mahratta (c) Bengal and North-Western (d)	121	1,165 756	88,017 79,344	96 93	1,105 756	77,38o	102	8,07,225	7,81,000	29	1
Robilland and Kumaen (Lucknow-	87	200	- 900	1 - 10	(0.65)	7,823	39	1,04,515	1111111111111	100	1
Bareilly section)		***	9,560	48	200 128	5,455	43	1,04,210	99,945 50,051	56,051	
TOTAL	232	8,271	15,99,807	193	8,496	17,68,021	208	1,68,82,248	1,63,99,934		43
State lines worked by the State. Standard gauge-				10.00	25119		200			3/130	
North Western (state) (c) Oudh and Rohilkhand (state)	247 235	2,511	5,52,953	220	2,548	5,02,343	197	53,42,822	59,96,137 15,38,280	6,53,315	14
Eastern Bengal (state) (including		797	1,06,254	133	797	-		16,83,760	1 65300		14
metre and 2' 6" gauges)	382	813	3,05,346	376	813	3,40,930	153	1,41,485	24,07,640 1,554320	7,464	1
East Coast (state)	90	321	19,199	60	426	24,778	58	2,55,550	3,09,477	53,927	
Metre gauge Berma (state)	131	730	85,719	117	746	1,01,957	137	9,79,220	9,71,039	***	
Jorhat (state provincial)	61	25	1,671	67	25	1,949	78	18,615	19,750	1,135	
Cherra-Companyganj (state pro-		8		60	8	510	64	180	3,582		
	.59	- 0	552	-			-	4,256		***	-
Lines worked by guaranteed com-	235	5,330	10,85,683	204	5,488	11,38,617	207	1,08,25,884	1,14,01,245	5,75,351	
Standard gauge -		-		1.2	49.15	-		700		15585	Mil
Great Indian Peninsula (g) Bombay, Bareda and Central India.	341 530	1,400	3,66,630	246	1,400	3,55,665	239	39,60,232	35,72,709 19,80,6 3	73,657	3,2
Madras	236	840	1,65,362	359	840	1,91,864	477 228	19,00,065	20,45,654	85,589	
TOTAL	340	2,791	7,10,257	254	2,791	7,67,529	275	78,27,263	75,98,986		2,2
TOTAL (GUARANTEED AND STATE) .	251	16,392	33,95,747	207	16,775	36,74,167	219		3,54,00,165		1,3
Assisted companies.	-	- 1757-	33333717		11/1/2	0.37.11	_	0/33/03/03/	3045		-
Delhi-Umballa-Kalka	152	161	18,157	113	161	23,676	147	2,14,385	2,29,745	15,360	
Metre gauge	222	22	4,885	222	22	4,326	197	40,849	48,708	1,859	1
Robilkund and Kumaon (Company's		-			44				*	11000	100
Bengal Dooars	116	67 36	4,471	112	36	6,824	103	63,291	.77,018 51,890	7,867	
Dibru-Sadiya	130	78	11,815	151	78	10,480	134	1,12,651	1,09,622	9	
Darjeeling-Himalayan	248	51	11,899	233	51	13,272	260	1,13,291	1,17,714	4,423	18
TOTAL	157	415	55,276	133	414	65,488	158	5,94,400	6,34,697	40,207	E
Lines owned by native states and worked by other agencies.	7 10	4.5	555-7-	100		3374-0	100	3134717	1		
Standard gauge-	MI THE	21		9				40.00		9,091	100
Bina Guna The Nizam's guaranteed state	171	333	48,185	145	333	49,005	147	5,35,769	4,98,973	59051	1
The Gackwar's Petlad	89	108	957	74	13	1,500	115	10,104	2,10,943	133	1
Kolar Gold-fields	257 241	10	27,218	252 294	100	17,519 2,349	235	28,384	32,814	4,430	
Metre gauge- Southern Mahratta (Mysore section)	MILE!	180				1	135 H				-
The Gaeltwar's Mehsana	87	362	27,735	77	362	35,379	98	2,93,322	3,22,857	29,535	1
Kolhapur	60 71	93	3,056	62	93	2,107	39 73	19,160	38,935 19,392	226	1
Special gauge- The Gaekwar's Dabhoi	47	72	2,906	40	72	3,520	49	24,662	27,437	2,775	
Cooch Behar	40	22	890	40	22	680	31	7,089	5,540		-
Lines owned and worked by native	126	1,042	1,16,586	112	1,115	1,16,569	105	11,89,493	11,82,219		-
states.		201			766						18
Metre gauge- Bhavnagar-Gendal-Junagarh-Por-	F 8 70	TO THE		100	200	HOUSE.			No. of the last	TE SEL	
bandar	81 61	334	23,689	71 64	334 46	22,095 3,150	66	2,05,043	1,85,835 26,781	2,672	1
Jodhpur-Bickaneer	48	364	18,604	51	364	15,700	43	1,88,471	1,44,817	THE PROPERTY OF	1
Oodeypore-Chitor		***	•••	244	61	1,020	17		(i) 4,611	4,611	10
Morvi	56	94	5,291	56	94	5,632	60	45,469	53,147	7,678	1-
TOTAL	63	838	50,523	60	899	47,597	53	4,64,092	4,15 3 Se	II-man	1
GRAND TOTAL	234	18,687	36,18,132	194	19,203	39,03,821	203	3,77.9-	Il wish	to T	-
		1007	1,1,1,1	299	24-03	231.31.41	1		of cap		100

(f) Although for convenience is the property of t'
(g) Includes the Ward'
Amraoti railways.
(h) Includes the Mysore-N frontier sections.
(i) Total earnings from 1st A

⁽a) Includes the Bhopal-Itarsi railway.
(b) Includes the Godhra-Rutlam railway.
(c) Includes the Guntakal Mysore frontier section.
(d) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
(c) Includes the Jammu and Kashmir, the Hyderabad-Shadipalli and the Warirabad-Lyalipur railways.

GOVERNMENT OF INDIA. PUBLIC WORKS DEPARTMENT. RAILWAY STATISTICS.

No. XXI OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Earning's from 1st April 1895, audited figures have been used, as far as possible.

	Average	SEP	R ENDING TEMBER 18	94.		ENDING TEMBER 18		Earnings	Earnings	E STORA	The second
RAILWAY.	earnings per mile		Earnin	-		Earnin	gs.	from 1st April to	from 1st	Increase.	Decrease.
	per week in 1894-95.	Mean mileage worked.	Total.	Per mile open per week.	Mean mileage worked.	Total.	Per mile open per week.	54L Cantana	7th September 1895.		
State lines worked by companies.	Rs.	Miles.	Rs.	Ry.	Miles.	· Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge— Fast Indian	599	1,683	8,55,441	508	1,710	9,29,721	544	2,70,04,440	2,28,89,853	8,85,413	
Bengal-Nagpur	152	862 752	75,631	88 86	862 752	64,024	78 85	25,80,978	26,65,586 19,00,634	78,608	5.37 Yes
Berwada Extension	- 170	21	3,173	151	21	1,579	75	67,982	68,663	681	5,35,141
Metre gauge - Rajputana-Malwa (b)	279	1,719	2,73,441	159	1,789	3,13,030	175	1,09,86,453	1,04,48,024	4	5,38,429
Palanpur-Deesa	44 154	1,042	1,54,329	23 148	1,043	1,83,868	54 176	36,72,825	18,225	3,82,297	
Máyavaram-Mutupet	75	54	4,107 88,617	76	54	4,852	90	(c) 87,550	1,13,733	26,183	***
Southern Mahratta (d). Bengal and North-Western (e)	105	1,105 756	70,344	93	1,105 756	1,12,219 77,380	96	25,03,495	30,35,400	58,940	1,74,354
Rehilkund and Kumaon (Lucknow- Bareilly section)	88	200	9,560	48	200	7,823	39	3,54,340	3,28,517		25,823
Assam Bengal	111	***	***		128	5,455	43	35,145,341	(f) 56,051	56,051	-3,000
TOTAL tate lines worked by the State.	259	8,271	15,99,807	193	8,496	17,68,021	208	4,77,97,763	4,80,14,955	2,17,192	
Standard gauge-		5-14.19							46-976		1/2001
North Western (state) (g) Oudh and Robilkhand (state) .	252 270	2,511	5,52,953	133	2,548 797	5,02,343	184	1,36,73,452 46,39,800*	1,66,05,750	29,32,298	2,04,398
Eastern Bengal (state) (including metre and 2' 6" gauges)			3,05,346			70.74	00000	100 Company (100 Company)			111111111111111111111111111111111111111
Bengal Central (h)	339 130	813 125	13,989	376	813	3,40,930	153	3,49,639	52,07,720 3,63,495	55,074 13,856	
East Coast (state)	99	321	19,199	60	426	24,778	58	6,69,777	8,41,880	1,72,103	***
Burma (state)	164	730	85,719	117	746	1,01,957	137	25,45,397	26,96,637	1,51,240	***
Special gauges— Jorhat (state provincial)	55	25	1,671	67	25	1,949	78	35,248	41,088	5,840	
Cherra-Companyganj (state pro- vincial)	64	8	552	69	8	510	64	10,794	8,071		2,72
TOTAL	243	5,330	10,85,683	204	5,488	11,38,617	207	2,70,76,753	3,02,00,043	31,23,290	
ines worked by guaranteed com- panies.	-45	34330	10,031-03		23400	11,35,017	207	-1/01/01/33	31021001043	31,1-3,1-90	***
Standard gauge-				30	- 14	TO OFFICE OF		and the same of		CHERRY	
Great Indian Peninsula (i) . Bombay, Baroda and Central India	442 678	1,490 461	3,66,630	359	1,400	3,55,665	239 477	72,50,255	81,81,441	9,31,186	18, 10, 18
Madras	243	840	1,78,265	212	840	1,91,864	225	46,05,373	49,42,402	3,37,029	***
TOTAL	421	2,791	7,10,257	254	2,791	7,67,529	275	2,66,40,128	2,60,98,155	***	5,41,973
OTAL (GUARANTEED AND STATE) .	281	15,392	33,95,747	207	16,775	36,24,167	219	10,15,14,644	10,43,13,153	27,98,509	70 m
Assisted companies. Standard gauge—				-	-		-	-		- 1/-01	
Delhi-Umballa-Kalka Tarkessur	165	161	18,157	222	101	23,676	147	5,91,150	6,31,004	39,854	***
Metre gauge-	-03		41003	***	**	4,326	197	1,39,823	1,37,625		2,19
Rohilkund and Kumaon (Com- pany's section).	121	67	4,471	67	66	6,824	103	1,98,512	2,09,306	10,704	
Bengal Dooars	161	36	4,049	112	36	6,910	192	81,000	1,01,520	20,520	
Dibru-Sadiya	136	78	11,815	151	78	10,480	134	2,42,918	2,52,344	9,426	-91
Darjeeling-Himalayan	249	51	11,899	233	51	13,272	360	2,88,352	3,53,069	64,717	244
Lines owned by native states and	164	415	55,276	133	414	65,488	158	15,41,755	16,84,868	1,43,113	***
worked by other agencies.	14107	7		100		i de la				(A.S.)	DECEMBER 1
Standard gauge— Bina Guna		es Bt 1			73	850	12		(j)14,300	F.4. 7000	US (S
The Nizam's guaranteed state The Gackwar's Petlad	187	-333	48,185	145	333	49,005	147	14,12,970	13,55,166	14,300	57,80
The Gackwar's Petlad Rajpura-Bhatinda	105	108	957	74 252	108	17,519	115	32,426	34,535 5,15,248	2,109	38,39
Kolar Gold-fields	200	10	2,937		10	2,349	235	5,53,647 (h)41,603	69,439	27,836	30,39
Metre gauge- Southern Mahratta (Mysore sec-	1	1			Jan .	1.1	1411		20140	12000	1000
tion) (l)	89	362	27,735	27	362	35,379		7,30,070	7,72,759	42,689	- ***
The Gaekwar's Mehsana Kolhapur	74 81	93	3,950	43 62	93	3,660	39 73	1,57,749 58,364	1,42,154 55,162	***	3,20
Special gauges— The Gaekwar's Dabhoi	59	72	2,906	40	72	3,520	49	1,03,763	1,18,726	14,963	- 500
Cooch Beliar	45	22	890		22		31	17,890	16,576		1,31
TOTAL 7	136	1,042	1,16,586	112	1,115	1,16,569	105	31,08,482	30,94,065	***	14,41
Lines owned and worked by native states.				4739				181515	7 29 15	THE REAL PROPERTY.	THE STREET
Metre gauge-	12%	100	SHEEL	1	1	100	18	2	1	11419	1
Bhávnagar-Gondal-Junágarh-Por- bandar	103	334	23,680		334					1,14,787	
Jetalsar-Rájkot	68 58	364	2,930		304	3,150			80,100	12,754	***
Jodhpur-Bickaneer	Carried States	304	10,004		61				(m) 4,611	4,611	1,01,2
Special gauge -	65	94	5,294	56	94	5,632	00		1,75,837	32,627	
	78	-	100		-			-			-
TOTAL .	-		50,523				-			-	-
DRAND TOTAL	261	18,687	36,18,13	194	19,203	39,03,821	203	10,77,07,445	11,06,96,178	29,88,733	100

(a) Includes the Bhopal-Itarsi railway.
Includes the Godhra-Rutlam railway.

**earnings from 2nd April to 8th September 1894.

**Tirhoot state railway. Although for convenience operty of the Bengal and North-Western

in ist July to 7th September 1895.
jammu and Kashmir, the Hyderabad-Shadipalli and
trahad-Lyalipur railways.

- (h) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

 (i) Includes the Wardha Coal, Dhoud-Manmad, Khamgaon, and Amraoti railways.

 (j) Total sarnings from 1st May to 7th September 1895.

 (k) Total earnings from 1st July to 8th September 1894.

 (l) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

 (m) Total earnings from 1st August to 7th September 1895.

F. B. HEBBERT, Huday Sans

IMLA, the 19th September 1895.

				77.1		
			a common of			
Printed and published	for the Government	or India at the G	OVERNMENT C	ENTRAL PRINT	ING OFFICE, S	imla.
	-	- 1				
					4	
			A STATE			



SUPPLEMENT TO

The Gazette of Andia.

No. 39.} CALCUTTA, SATURDAY, SEPTEMBER 28, 1895.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Recellency the Governor General will in future be published in Part VI of the GAZETTE.

Non-Subscribers to the GAZETTE may receive the Supplement separately one payment of five Rubees per annum if selivered in Calcutta, or eight Rupees if sent by Post. The Supplement and Part VI of the GAZETTE can also be subscribed for separately on a payment of Rubees six per annum if delivered in Calcutta or Rubees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the GAZETTE or INDIA is required by Law. or which it has been customary to oublish in the Calcutta GAZETTE, will be included in the Supplement. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA. FINANCE AND COMMERCE DEPARTMENT.

Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).
[In thousands of Rupees.]

The second of th				HE FIVE	MONTHS, A	PRIL TO	August, o	y		-
	L HEST			(09/0)(98)	RO - 07(0)		Para Pilate	0.000		-
IMPORTS (GROSS REVENUE).	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96,
	The last			THE VOLUME			N. Carlot			-
Arms, Ammunition, and Military	82	86	96	80	1,07	1,23	1,17	1,19	1,25	1,20
Liquors:			12/12/1		75	TE COLUMN		3	STATE OF THE PARTY OF	
Spirit	16,41	17,70	19,50	20,10	22,31	20,28	22,75	20,90	21,66	24,17
Other liquors	2,35	2,66	2,57	2,56	2,53	2,83	2,58	2,68	2,26	2,64
Apparel, drapery, etc.		A 200	J. Tell		-		100	Shire	2,59	2,61
Chemical products and preparations.				Statement					1,07	1,08
Twist and yarn			-	-	No resident	2515				-0.
Piece goods, grey										5.84 25.91
, white	-	-	-	-	_	-		-	-	9,12
" coloured	-	-			_	-		* = 0	-	9,06
Other goods		-			_	-				1,02
Drugs, medicines, and narcotics								98	1,29	1,23
Dyeing and tanning materials Glass and glassware									1,05	1,52
Hardware and cutlery	10 _ (0)	GE 10			斯基规				3.05	1,44
Metals:						15(e)			3103	2,84
Copper			420		***			-	1,57	3,09
Iron and steel	-					-			99	1,74
Silver	1 - 1	-			-	- •	-	-	15,95	12,58
Tin	-	-11/		-		-	-	-	56	* 53
Other metals	地方		11		-	-		=	1,75	1,21
Oils: Petroleum	matery.	-	4,46	6,85	5.95	6,65	6,68	6,77	. 5,05	19,81
Paints and colours	NEW.	Magazra		State 335				I	68	+ 70
Provisions	(Du		e Elas	100	1				1,04	1,02
Silk, raw and manufactured	yd Ele	Dallers.		494				1000000	4.72	3,04 5,44
Spices	-	100	_			municipal co		50035(15)	1,68	1,13
Stationery				3					57	58
Sugar	-	_	-		-	-	-		3,86	7,22
Tea	-	-	W-1				- 5	-31	94	63
Umbrellas	_	_	983-011	-					92	82
Wood and timber	100							Series in	46	- 54
Weellen goods					- Teles		W. Talki	Or second	2,32	2,12
All other articles	2	*1 1	2	STALKE	1	1		6	51 7,62	57 0,09
TOTAL .	19,60			30,33	31,88	*31,00	450	31,61	88,45	1,61,70
	19,00	21,24	27,52	30,33	31,00	31,00	33,19	31,01	00,45	1,01,70
EXPORTS (GROSS REVENUE).								NIVIDE I	o comme	301105
Rice and rice-flour	25,00	27,23	22,73	29,81	37,22	35,86	* 25,14	30,21	35.02	34,71
TOTAL GROSS REVENUE	44,60	48,47	50,25	60,14	69,10	66,86	58,33	61,82	1,23,47	1,96,41
TOTAL NET REVENUE .	43,52	47,06	48,72	58,50	67,31	64,56	56,71	59,79	1,20,63	1,91,95
Provincial distribution of Net Customs Revenue.									i nagyari Aragisti	
(Import	5,53	+ 4,93	8,48	9,58	9,93	10,33	11,56	10,34	22,08	62,79
Bengal {Export .	4,25	5,29	6,95	5,36	6,93	6,38	5,17	5,94	5,76	7,51
(Import .	5,16	5,82	6,99	7,63	9,01	8,72	8,97	9.72	44-43	57,63
Bombay . Export	48	69	54	85	68	46	68	70	1,20	1,07
• CImport .	2,03	2,10	2,68	2,54	2,97	2,65	2,59	2,66	4,81	*8,55
Sindh . Export .	38	29	18	23	33	27	28	22	24	25
c Import .	2,61	3.74	4,50	4,51	5,23	4,27	4.44	4.15	8,61	16,14
Madras . Export	2,27	2,03	2,26	2,72	1.88	1,78	1,60	2,07	3,21	2,20
climport	3.92	4,03	4,19	5.15	3,94	4,01	4,71	3.67	6,53	12,90
Burma Export	16,89	18,14	11,95	19,93	26,41	25,69	16,71	20,32	23,76	22,91
			ALC: NO.					ALC: NO.	705 NO. 12	1183

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, September 21st, 1895.

The principal feature in the weather of the week under review has been the depression which it will be remembered was developing over the Bay at the close of the previous week. While the depression was well to the south of the Bay, on the 15th showery weather was experienced over all parts of India, except the North-West, but as the disturbance concentrated and advanced northward (the 16th and 17th) the showeriness became less and very little rain was received, except in Burma. On the 18th the storm was over the head of the Bay and rain was falling over Lower Bengal as well as in Burma, and on the 19th and 20th the centre was passing north-westward to the east of the North-Western Provinces, while occasioning heavy rain all over North-Eastern India. On the 21st the storm had filled up and rain had almost ceased. Between the 16th and 18th a slight period of disturbance occurred over the north of the Punjab and thunderstorms were experienced on and near the hills.

Daily Summary.—Sunday, 15th September.—Pressure was decreasing almost everywhere, most at the head of the Bay, and the depression over the Bay was developing steadily. Readings were highest in the extreme south, lowest over the Central Punjab, and relatively low over the Bay area. Winds were irregularly cyclonic around the Bay and generally westerly elsewhere. The mean temperature was above the normal over the greater part of Northern India and below in other parts of the country. Showers of rain were reported, except from the North-West. In parts of the Peninsula and of Burma the amounts were large.

Monday.—Pressure was increasing over Western and decreasing over Eastern India. The fall had been brisk over Bengal and the head of the Bay. The depression over the Bay had continued to develop and had moved slowly northward. In other respects conditions were unchanged. Cyclonic winds continued around the Bay, variable winds on the West Coast, and westerly to north-westerly winds in other places. The distribution of mean temperature was unchanged. Scattered showers were reported over the Peninsula and more general showers over Burma, but elsewhere there was very little rain.

Tuesday.—Pressure had decreased slowly at the head of the Bay, but had increased elsewhere, the rise being brisk over Burma and the Punjab. The depression had now reached the north of the Bay, where readings were below 29.5 inches and about 0.15 inch below the normal. The winds were practically unchanged; cyclonic winds prevailing over and around the Bay and westerly to variable winds in other places. The mean temperature was excessive over the Gangetic plain and Bengal, and below the normal elsewhere. Rain was falling generally and heavily in Burma, and showers were reported over the head of the Peninsula and the central parts of the country. Thundershowers were also reported from the north of the Punjab.

Wednesday.—The barometer was falling very slightly over South-West Bengal, the east of the Central Provinces and in Mysore, and was rising elsewhere. The recovery was brisk to rapid over Burma, Assam, Bengal, and the Punjab. The depression was close to the head of the Bay, where readings were again below 29.5 inches and 0.15 inch below the normal average. Cyclonic winds prevailed within the storm area, north-westerly winds over the Peninsula and central parts of India, and variable winds in the North-West. The mean temperature was excessive in West Bengal and the Gangetic plain. Rain was falling generally around the northern half of the Bay, and a few showers were reported from the central parts of the Peninsula and from the Punjab.

Thursday.—Pressure had decreased rapidly over Chota Nagpur and slightly to briskly over the Punjab, while on the other hand there had occurred a rapid rise over Burma. The depression from the Bay had advanced north-westward and the centre was close to Chaibassa where pressure was 0.15 inch below the normal average. Readings were highest in Tenasserim, lowest in Chota Nagpur, and relatively low in the west of the Punjab. Cyclonic winds prevailed within the storm area, south-easterly winds in the east of the Gangetic plain, and north-westerly to westerly winds over the Peninsula. The mean temperature was in excess over the Gangetic plain and generally in defect elsewhere. Rain had fallen over Burma, Bengal, and the east of the North-Western Provinces, the amounts received being heavy in the neighbourhood of the depression.

Friday.—Pressure had decreased briskly to rapidly over the east of the North-Western Provinces and slightly to briskly over the whole of Western India, while there had been a slight to very rapid recovery over Bengal and the east of the Peninsula. The depression from the Bay lay over Benares, where pressure was below 29 50 inches, and was 0 20 inch below the normal. The winds over a very large part of the country were influenced by the depression. Heavy rain was falling within the storm area, moderate to heavy rain over Bengal, and showers in Burma and the Peninsula.

Saturday.—Pressure had fallen over Burma and risen elsewhere. The rise was very rapid over the North-Western and Central Provinces and amounted to o'34 inch at Benares. The depression from the Bay had completely filled up. Readings had become very uniform and the winds varied a good deal in direction. The mean temperature was excessive over the central parts of the country, generally in defect elsewhere; the deficiency being very large over parts of the North-Western Provinces. Scattered showers were reported from different parts of the country, the amounts being considerable in some places.

Temperature.—The absence of general rain during the early part of the week resulted in a very general though moderate excess of temperature during that period. On the 17th the influence of the rainfall accompanying the depression noticed above began to make itself felt. On that day there was an abnormal deficiency of 19° over Burma; on the 18th the deficiency increased to 2.7°; on the 19th it extended to Bengal; on the 20th it extended to the whole of the Gangetic plain; and on the 21st, when rain began to cease, a recovery commenced in Burma. The following table gives the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

PROVINCE.	200	Mean						
TROVINCE.	15th	r6th	17th	18th	19th	20th	21st	of week.
	0	0	0	0	0	0	0	
Burma	+1.8	0	-1.0	-2.7	-1'4	-0.3	+1.1	-0.2
Bengal and Assam North-Western Provinces and	+1.1	+1.9	+2.6	+0.8	-2.1	-1.9	-0.3	+0.3
Oudh	+2'0	+1.0	+2'5	+2.3	+2'3	-0.8	-2:7	+1.1
Punjab	+3.1	+1.6	+1.4	+1'2	+0.3	-0'4	-0'4	+1.0
Bombay	0	-1.0	-0.6	+ 0.2	+ 0.8	+1.0	+07	+0.3
Central Provinces and Berar	+26	+2.7	+1.1	+1.3	+1.6	+17	+2.5	+1.0
Central India and Gujarat .	+2.6	+1.7	+1.0	+1.6	+ 2.1	+1.6	+0.8	+1.6
Sind and Rajputana	+1.1	+1.7	+0.8	+1.5	+0.2	-0.0	+0.1	+0.6
Madras	o.8	-0.0	-0.3	+0.4	+1.1	+0.4	-1.1	-0.3
Mean for whole of India .	+1.5	+1.1	+0.4	+0.4	+0.6	+0.1	+0.1	+0.4

The above shows that the mean temperature of the whole country exceeded the normal average on all days of the week, the abnormal excess ranging from 1.5° on the 15th to only 0.1° on the 20th and 21st. The provincial variations

show that the mean temperature was about normal in Burma, Bengal, Assam, Bombay, Sind, Rajputana, and Madras, and between 1° and 2° above the normal in the other provinces.

The following were the highest temperatures recorded on each day :

```
On September 15th the highest maximum was 105'1° at Sirsa.
           16th
                   .,, 105.6°
           17th
                                        104.60
            18th
                                        101.50
                                                Jacobabad.
                  "
                                        101.60
            19th
                                                Sirsa.
                            11
                   33
      27
            20th
                                        100.60
                                     103'0° " Jacobabad.
                            33
```

The warmest district was thus the Southern Punjab and Upper Sind throughout the week.

Rain.—The rainfall of the week under review occurred under two different sets of conditions. During the period in which the depression was developing over the Bay, unsteady variable breezes prevailed over a large part of India, and these unsteady winds were accompanied with slight thunderstorm disturbances which gave showers over the Peninsula, the central parts of the country, and to a limited extent to North-Western India. As soon as the cyclonic storm over the Bay deepened and approached the Bengal Coast, these scattered showers ceased to a large extent and the rainfall of the Indian region was concentrated within the storm area, where a strong cyclonic circulation of the winds was reported and where a heavy downpour of rain occurred within and near the path of the storm. The rainfall recorded during the week was hence in part due to the scattered thundershowers which prevailed during the early part of the week and in part to the cyclonic rainfall which accompanied the depression which was developed over the Bay. The northward progression of the storm and of the rainfall area was very clearly shown. On Sunday, the 15th, the rainfall due to this cause was practically confined to Lower and Central Burma, on the 16th and 17th it had extended to Upper Burma, on the 18th to Lower Bengal, on the 19th to the whole of Bengal, and on the 20th to the east of the North-Western Provinces. The heaviest falls of rain within twenty-four hours during the week occurred in the west and north of Bengal and the east of the North-Western Provinces, when the storm centre was passing over that region, but it was remarkable what heavy falls of rain accompanied some of the thunderstorms which occurred in the early part of the week; thus, on the 15th, Malegaon reported 4'80 inches; Cuddalore 3 inches, and Bangalore 2'44 inches. The table at the close of the summary gives the rainfall data of the week. The first column shows that four divisions, viz., the Punjab (Submontane and Hill districts), the North-Western Provinces (West Division), and Sind had absolutely no rain during the week, while four more divisions, viz., the Punjab (South, Central, North-West and West), the total rainfall for the week averaged less than o'to inch per division. Excluding these divisions, the average actual rainfall varied from 9'21 inches in Tenasserim, 6.65 inches in Arakan, and 6.56 inches in Lower Burma to 0.10 inch in Kathiawar. The second column of the table shows that the normal rainfall ranges from 4.68 inches in Assam (Surma), 4.50 inches in Tenasserim and 4.11 inches in the Konkan to 0.01 inch in Sind. This rough comparison shows that large differences exist between the actual and normal distribution of the rainfall The third column shows these differences. In the case of 28 for the week. of the rainfall divisions there has been an excess and in the case of 23 divisions a deficiency of rain. The region of excess included all the Burma Divisions, Deltaic and Central Bengal, Orissa, Chota Nagpur, both the Bihar Divisions, East and Submontane Divisions of the North-Western Provinces, both the Oudh Divisions, the Punjab (West), Madras (South-Central and Central), Mysore, the Bombay Deccan, Khandesh, Berar, the Central Provinces (West), Central India (East), Rajputana (West), the East Coast (North (a), Central and South), and Hyderabad (South). The abnormal excess exceeded 4 inches in Tenasserim, 3 inches in Lower Burma, Arakan, and the North-Western Provinces (East and Submontane), and 2 inches in Chota Nagpur and Hyderabad (South). The region of deficient rainfall included all the remaining divisions. The abnormal deficiency exceeded 2 inches in Assam (Surma) and the Konkan. The most marked instances of excess and defect relatively to the normal are the North-Western Provinces (East) and the Konkan respectively, the former division having received more than three times the normal amount and the latter only about one-third of the average. In Upper Burma general heavy rain was again received; but as no comparative data exist, it is not possible to say if the rainfall of the week has been excessive or the reverse.

The returns of the sudder stations show that rainfall was received daily in Burma; on the last four days of the week in North-Eastern India; and on the first three days of the week in the Peninsula and central parts of the country.

The three concluding columns of the table show the state of the seasonal rainfall. In most divisions a slight deficiency is shown, but in the case of Orissa, the Bombay Deccan, the East Coast (North and Central), and Hyderabad (South) the rainfall from June 2nd to date has exceeded the normal by 20 per cent. and over. The most marked cases of deficiency are:—Arakan, East, Deltaic and Central Bengal; the Punjab (Central and Submontane); Coorg; Mysore; Berar, Gujarat, Kathiawar, Rajputana (East), and Central India (West), in which divisions the deficiency equals or exceeds 20 per cent.

The following are the more important totals recorded during the week:— Kyaikto (Thaton) 13'01 inches, Rangoon 13'36 inches, Naaf (Akyab) 7'97 inches, Patuakhali (Barisal) 9'80 inches, Darjeeling 13'09 inches, Bagusarai (Champarun) 13'44 inches, Gonda 9'74 inches, Maharajganj (Gorakhpur) 10'40 inches, Devala (Nilgiris) 6'29 inches, Malur (Mysore) 6'10 inches, Malsiras (Sholapur) 7'49 inches, Malegaon 8'28 inches, Ganjam 6'75 inches, Proddatur (Cuddapah) 10'07 inches.

	46 J. 120 J. H. H. L. J. E.		DATA FOR WEE TEMBER AIPT, 1		RAINFALL DATA FROM JUNE 2ND TO SEPTEMBER 2187, 1895.			
PROVINCE.	DIVISION.	Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches,	Average actual rainfall of season to date.	Average normal rainfall, June 2nd to September 218t.	Excess or de- fect of (sea- sonal) rain- fall expresse as a per- centage.	
	White was 100 to	Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.	
BURMA	Tenasserim Lower Burma Central Burma Upper Burma Arakan	9'21 6'56 2'47 2'41 6'65	4'50 3'22 2'25 7	+ 4'71 + 3'34 + 0'22 7 + 3'44	140'11 71'15 30'87 23'50 108'12	143'11 71'88 45'34 7	- 2 - 1 - 19 - 26	
Bengal and Assam .	East Bengal	2'13 1'77, 0'42 2'45 2'50 2'24 2'92 4'20 2'32 3'34	2'58 4'68 2'31 1'78 1'87 5'76 2'77 1'55 1'19	- 0'45 - 2'91 - 1'89 + 0'67 + 0'63 - 1'52 + 0'15 + 2'65 + 1'13 + 1'90	48'80 100'54 54'84 28'72 31'27 76'39 48'66 38'17 30'02 44'71	65'92 117'11 51'75 41'45 41'69 77'86 40'51 41'50 34'39 38'97	26 9 +- 6 31 25 2 +- 20 8 13 +- 15	
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East) Do. (Submontane) (a) Oudh (South) Do. (North) North-Western Provinces (Central).	4'41 4'78 2'24 4'04 0'17	1°37 1°70 1°82 2°06 1°46	+ 3'04 + 3'08 + 0'42 + 1'98	31.64 38.89 32.51 36.33 28.81	32'52 34'50 31'02 33'55 29'46	- 3 + 13 + 5 + 8 - 2	
	North-Western Provinces (West). North-Western Provinces (Submontane). (b)	o.19	1.82	- 1°15 - 1°69	23'96 37'75	24'45 37'29	- 2 + 1	
PONJAB	Punjab (South) Do. (Central) Do. (Submontane) Do. (Hill Districts) Do. (North-West) Do. (West)	0.00 0.02 0 0 0.00 0.00	0°21 0°77 0°70 1°18 0°37 0°08	- 0'15 - 0'75 - 0'70 - 1'18 - 0'28 + 0'01	8'91 13'79 18'17 60'88 12'55 4'98	10'91 18'14 22'78 55'60 14'50 5'45	- 18 - 24 - 20 + 10 - 13 - 9	
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar Madras (South Central) Coorg, Mysore Konkan Bombay Deccan Hyderabad (North) Khandesh	1'15 0'85 1'03 1'10 1'39 1'79	2'28 0'82 2'94 0'90 4'11 0'97 	- 1'13 + 0'03 - 1'91 + 0'20 - 2'72 + 0'82 - 1'80	82'72 19'88 81'71 15'92 95'27 25'01 	89'63 20'06 102'67 20'82 106'68 20'75 	- 8 - 1 - 24 - 24 - 2 + 21 - 13	
CENTRAL PROVINCES	Berar Central Provinces (West) Ditto (Central) Ditto (East)	2°22 1°74 0°56 0°82	1.64 1.68 1.55 1.48	- 0.28 - 0.09 + 0.09	21°72 32°37 40°84 48°51	29'11 35'76 46'29 42'91	- 25 - 9 - 12 + 13	
BOMBAY (NORTH) : {	Gujarat	0.10 0.10	0,01	- 1714 - 0701	29°31 13°58 3°61	49'93 18'95 4'29	- 28 - 28 - 16	
RAJPUTANA AND CEN-	Central India (East) Rajputana (East), Central India (West).	1.62 0.22	1'19 0'49	+ 0.43 - 0.527	28·89 16·10	33'24 25'00	- 13 - 36	
Madras	Rajputana (West) 'East Coast (North) . Ditto (ditto) (a) . Hyderabad (South) . Madras (Central) . East Coast (Central) . Ditto (South) . Madras (South) .	1'01 1'48 2'00 3'23 1'74 1'12 1'33 0'25	0'21 2'09 1'69 1'00 1'05 1'06 0'76 0'33	+ 0°80 - 0°61 + 0°31 + 2°23 + 0°69 + 0°06 + 0°57 - 0°08	30'97 45'57 22'78 12'14 19'34 14'92 4'92	12'66 23'07 45'56 18'30 14'25 14'21 13'61 5'80	+ 34 + 24 - 14 + 36 + 10 - 15	

W. L. DALLAS,

Asst. Meteorological Reporter to the Government of India.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

SIMLA, 26th September 1895.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—For week ending 21st September.—Rainfall good in Ganjam and Cuddapah; fair elsewhere, except in Coimbatore, Madura, and Tinnevelly. Agricultural operations are proceeding. The standing crops are generally fair and are improving after the recent rains, but are withered or withering in parts of Madura and Tinnevelly. Want of rain is felt also in parts of Nellore, Cuddapah, and North Arcot. Harvesting is in progress with generally moderate yield. Pasture and fodder are generally sufficient, and cattle are for the most part in good condition. Prices are falling in parts of the Deccan and are generally stationary elsewhere, but dry grains are slightly dearer in Godavari and Coimbatore.

Bombay.—For week ending 25th September.—Good rain has fallen throughout the Deccan and in Bijapur, but has been generally slight elsewhere. More rain is wanted for the standing crops in Gujarat and Kathiawar generally and in parts of Nasik, Poona, Belgaum, Dharwar, and Kanara. Crops are suffering from drought in parts of Karachi, Thar and Parkar, and Kanara. Rice has been damaged by rats in one taluka of Hyderabad. Harvesting of the early crops is progressing in parts of Kaira and Ratnagiri and preparations for the late crops in nine districts, but sowing is retarded in parts of Ahmednagar and Sholapur, owing to excessive moisture. Fodder is sufficient, except in parts of Sind. Agricultural stock are in good condition. Prices are normal, except in parts of four districts.

Bengal.—For week ending 23rd September.—There was general rain during the week, the falls being heavy in Orissa, Chota Nagpur, and South-West Bengal. The winter rice crop has been generally benefited by the rain. The prospects in the Burdwan and Presidency divisions, though still bad, have somewhat improved. The rain has also helped the preparation of lands for the cold weather crops. Early rice and jute are still being cut, and the harvesting of the autumn crops in Bihar and Chota Nagpur is in progress. Sugarcane is generally doing well. The price of common rice is steady, but in some districts there has been a fall, owing to the harvesting of the early rice crop.

North-Western Provinces and Oudh.—For week ending 25th September.—Beneficial rain has fallen in the Eastern and lighter in the Central districts. More is needed in some of the Sub-montane and Western districts. Slight injury is reported to the jowar (Sorghum vulgare) crop from worms in the Sikandra tahsil, Aligarh. The condition of standing crops is good, and prospects are favourable. Preparations for spring sowings continue. Supplies and fodder are ample. Prices are rising in a few districts, but are fluctuating elsewhere.

Punjab.—For week ending 25th September.—Rain has fallen in Amritsar, Shahpur, Peshawar, and in parts of Lahore, Mooltan, Rawal Pindi, and Dera Ismail Khan. Irrigation of the autumn crops is in progress. Inferior crops are being threshed in Sialkot. Cotton-picking has commenced in Dera Ismail Khan. Ploughings for the spring crops are going on, and sowing has commenced in Ferozepore and Sialkot. The condition of standing crops is generally good to average, but they are withering for want of moisture in Hissar, where more rain is wanted, as also in Delhi, Lahore, and Shahpur. Cattle are generally in good condition, and fodder is sufficient in all districts, except Hissar, Delhi, and Lahore. Prices are rising in Hissar, Jullundur, and Peshawar, are normal in Delhi and Ferozepore, below normal in Sialkot, continue high in Umballa, and are low elsewhere, except in Shahpur, where wheat is selling from 20 to 23 seers per rupee.

Central Provinces.—For week ending 25th September.—Weather generally clear and warm, there having been but little rain during the past week. Prospects of autumn crops continue favourable, and harvesting of early rice has commenced in Damoh, but in Raipur and Bilaspur want of rain is apprehended to cause injury to rice crops; more rain is very much needed in Jubbulpore also-Winter sowings have been started in Saugor, Seoni, and parts of Narsinghpur. Prices continue steady.

Burma.—For week ending 21st September.—In Lower Burma agricultural operations have been completed in all but four districts. Heavy rain has fallen in the affected parts of Tharrawaddy and Prome, and prospects there have improved. Crop prospects are generally good in Upper Burma. Sowing and transplanting for wet-weather paddy have been completed in three districts, and are progressing favourably in the rest. Rain has fallen everywhere, and standing crops are on the whole now doing well. In Shwebo some damage has been done owing to floods, while in the Lower Chindwin prospects are improving. Reaping of early sesamum is approaching completion in the Lower Chindwin, Minbu, Magwe, and Myingyan, and the sowing of a later variety is progressing in Sagaing. Sowing of millet is in progress in Sagaing, Minbu, Magwe, and Myingyan, and of gram in Pakokku. Reaping of hill paddy continues in the Northern Shan States. The price of paddy has fallen slightly in Rangoon, Tounghoo, and Pakokku, but is stationary elsewhere.

Assam.—For week ending 24th September.—Weather hot. Reaping of the early and transplanting of the late rice are almost finished. Prospects of tea are fair. Cattle are in fair condition, and fodder is sufficient, except in Kamrup and Nowgong. Water is sufficient.

Mysore and Coorg.—For week ending 25th September.—MYSORE: Good rain has fallen throughout the State, except in Mysore, Hassan, Kadur, and Shimoga. Prices have fallen in Kolar and Shimoga, but have risen in the Hassan and Kadur districts.

COORG: Rainfall moderate. Transplanting of rice has been completed. Picking of cardamoms continues. The coffee and ragi (Eleusine coracana) crops are in good condition. Prices are normal. Fodder and water for cattle are sufficient.

Berar and Hyderabad.—For week ending 25th September.—Berar: Weather warm and cloudy with sufficient rain during the week. Recent rains have improved crop prospects generally. Land is being prepared for next cold weather crop. Weeding is in progress. Fodder and water are reported insufficient in parts of the Akola district. Prices have risen in two districts, fallen in one, and stationary elsewhere.

HYDERABAD:—Rainfall good. Agricultural prospects are hopeful, but excessive rain has done mischief to tanks in Teleingana, breaching 26 in the Nalgonda district. Fodder available. Prices normal.

Central India.—For week ending 25th September.—Rain fell everywhere in Central India during the week, except in Gwalior and Goona; more is wanted in Gwalior, Bundelkhand, and Baghelkhand. Agricultural operations are in progress everywhere. Indian-corn has been slightly injured in Bhopawar, owing to the long break in the rains, otherwise the crops are in good condition. Pasturage is good in all Agencies, except in four districts of Gwalior. Prices are high in Bhopal and Goona, and normal elsewhere.

Rajputana.—For week ending 25th September.—Moderate rain has fallen in Marwar, Kherwara, Pertabgarh, and Meywar. More is needed in Karauli and Ulwar. Agricultural operations are satisfactory. Standing crops are in good condition, but are withering for want of rain in Ulwar. Prospects are fair and agricultural stock good. Pasturage and fodder are generally sufficient. Prices are rising in three States, falling in one, fluctuating in two, and steady elsewhere.

Kashmir.—Kashmir Valley.—For week ending 24th September.—Weather cloudy. Reaping of the maize crops is in progress. The other standing crops are excellent. Prices are somewhat above the normal.

JAMMU PROVINCE.—For week ending 25th September.—No rain. Weather clear and cool. The crops are withering from want of rain. Prices are rising. Fodder is sufficient.

Nepal.—For week ending 21st September.—Fair rain fell during the week, but the weather is now generally fine and sunny. The state and prospects of the crops are good.